

**Pennsylvania State Association of Township Supervisors (PSATS)  
PennDOT Connects Safe Routes to School Q&A Drop-In**

June 15, 2023 from 11:00 AM - 12:00 PM

<b>Question</b>	<b>Response</b>
On applications with multiple PennDOT Districts and MPO/RPOs, would there be meetings with each area?	On each application, the applicant selects a primary district and a primary MPO/RPO. Meetings will be required for the primary district and primary MPO/RPO, but PennDOT recommends hosting meetings with each district and MPO/RPO involved. Hopefully the primary district and MPO/RPO will invite the additional districts and MPOs/RPOs to their meeting.
Are letters of support from different agencies encouraged?	Yes, regional and community letters of support are encouraged and strengthen your application.
Are non-profits eligible applicants for the non-SRTS TASA program?	Yes, non-profits are eligible project sponsors for TASA and SRTS.
Can a school district apply and involve the municipality?	Yes, school districts are eligible project sponsors. We encourage partnerships with local governments.
Can non-infrastructure applicants skip the "conceptual engineering" section of the application?	Don't skip it but put a note that this portion does not apply to your non-infrastructure project. PennDOT would still like to see an estimate for non-infrastructure projects (e.g., what items will you be purchasing and how much will they cost?)
Can there be multiple project areas within a city? (e.g., Can a single application include multiple sidewalk construction locations for multiple schools in a township?)	Yes, a project sponsor can choose to address multiple project areas within a city, as long as all areas are within 2 miles of a K-12 school in PA.
Do you have guidance on how to enter a multiple county area in the mapping section for a non-infrastructure applicant?	Add a red point, line, or polygon to each area that will be included (e.g., if you are hosting assemblies at multiple schools, you can put a dot on each school you will visit).
For local government entities, must the draft application include a Resolution authorizing the project/grant application or can that come before the final application?	A resolution is not required for the draft or final application submission.
How detailed should the budget be in the draft application?	As detailed as you possibly can. There is an example of a cost estimate in the application system that you can use as a reference.
Are the remaining RPO's all competing for the \$28M and the MPO's are limited to their own pot of \$16M?	Every area of the state is eligible for the statewide Transportation Alternatives Set-Aside (TASA) funds. Large MPO regions have access to additional funding.

<p>If funding is shown in guidance for one year (FFY 2023), are the large MPO amounts available double what is shown. Ex HATS \$937,534 for 2023, do they have approx \$1.8 mil in funds since TASA is every two years?</p>	<p>The MPOs have discretion to decide how much will be available annually. The \$28 million covers 2 years for the statewide funding.</p>
<p>Is the 2-mile distance from a school along a route or a geometric locus/as the crow flies?</p>	<p>It is a two-mile radius from each school (i.e., as the crow flies) for SRTS funds, but areas outside of the 2-mile radius would be eligible for TASA funds.</p>
<p>Is the next round expected to be in 2 years or next year?</p>	<p>PennDOT plans on holding statewide rounds every two years.</p>
<p>Is there a max for non-construction projects?</p>	<p>The maximum for non-construction projects is \$1.5 million per project; there is no minimum amount.</p>
<p>Is there a repository of case studies of past SRTS non-infrastructure projects?</p>	<p>No, unfortunately, there is currently no case study library.</p>
<p>What is the maximum amount given for a single project?</p>	<p>There is a \$50,000 minimum for construction projects and a soft cap of \$1.5 million maximum per project. The absolute maximum is \$3 million per project for an exceptional project.</p>
<p>Will the referenced pre-planning funds/TA be available during this round or in future rounds? If in future rounds, is the next one still expected to be in 2 years?</p>	<p>PennDOT expects to have our pre-planning assistance funds available this year. This will only be available for awarded projects. Any projects selected through the current round will be able to use it starting next year.</p>
<p>Will there be a deadline for final questions before the draft/final due date?</p>	<p>No, there is no deadline for questions before the applications are due; you may submit questions to RA-pdTASA@pa.gov or 717-775-3276 at anytime.</p>

**What types of expenses are eligible SRTS expenses?**

**INFRASTRUCTURE**

<p>painted crosswalks</p>	<p>Generally eligible</p>
<p>speed humps to slow down vehicles on a street beside a high school</p>	<p>Speed humps may be eligible under SRTS if they are part of a larger traffic calming project.</p>
<p>traffic signal upgrades eligible (i.e., mast arms/controllers)</p>	<p>No, it must be for pedestrian or bicycle signal equipment.</p>
<p>curbing, separated by a grass strip from a sidewalk to be replaced</p>	<p>This will likely be an eligible expense, but would depend on the details. It might depend on whether the sidewalk will be replaced as well or just the curbs.</p>
<p>Rapid Flashing Beacons and replacement of School Flashing Zone signs</p>	<p>Yes, both are eligible expenses for TASA and SRTS.</p>
<p>updating crosswalk signals surrounding a school to solar signals</p>	<p>Yes, this will likely be eligible.</p>
<p>a raised pedestrian crosswalk in front of a high school</p>	<p>Yes, raised pedestrian crosswalks are more likely to be funded than speed bumps (which focus on solely on vehicles).</p>
<p>paving if needed due to disturbance of other eligible construction project (curbing, stormwater). Would that be allowable only in the area of the street that was affected or the entire roadway?</p>	<p>Paving might be an eligible expense if needed due to the disturbance of other items during construction, however, it would have to be in the immediate vicinity (and not several blocks/miles away on the same roadway)</p>
<p>replacing/adding sidewalks, taking down trees and replacing them, and doing street improvements such as curbing, stormwater, and paving of the roadway</p>	<p>All except paving would be eligible. If you are widening the roadway to add bicycle infrastructure, paving would be an eligible expense.</p>
<p>upgrading equipment to allow for Leading Pedestrian Intervals</p>	<p>Strictly vehicular traffic signals are not eligible; pedestrian signals are allowable expenses.</p>

**NON-INFRASTRUCTURE**

<p>Personnel costs for Walking School Bus or Bike Buses</p>	<p>In general, PennDOT does not fund recurring costs. If a program is just getting started, PennDOT might fund the first year or two of personnel costs, but applicants must show that they have a plan for funding the personnel costs after the initial year.</p>
<p>Vehicle costs to support an educational program, e.g., for transporting helmets and bicycle education equipment</p>	<p>This one will depend on whether this is an overhead cost for the events/assemblies or a planning/coordinating cost, which is ineligible.</p>