

Transportation Funding Programs

Multimodal Transportation Fund

The Multimodal Transportation Fund provides grants to ensure a safe and reliable transportation system. It is intended to provide financial assistance in order to improve transportation assets and enhance communities, pedestrian safety, and transit service. Financial assistance under the Multimodal Transportation Fund shall be matched by local funding in an amount not less than 30% of the non-federal share of the project costs. Eligible applicants include: municipalities; councils of governments; businesses/non-profits; economic development organizations; public transportation agencies; and ports or rail/freight entities.

Multimodal Transportation Fund grants are available for projects with a total cost of \$100,000 or more. Grants shall normally not exceed \$3 million for any project, unless the project leverages private investment and creates significant jobs in Pennsylvania. In order to be eligible for a Multimodal Transportation grant, all other funding needs to be secured and documented for the proposed project by the application deadline. To apply for funding, the applicant must submit an application as part of rounds managed by PennDOT or by the Pennsylvania Department of Community and Economic Development (DCED). The PennDOT application schedule is variable, but DCED typically accepts applications between March 1st and July 31st of each year.

Administrators:

Pennsylvania Department of Transportation
Pennsylvania Department of Community and Economic Development
Commonwealth Financing Authority

Websites:

<http://www.penndot.gov/ProjectAndPrograms/MultimodalProgram>
<http://community.newpa.com/programs/multimodal-transportation-fund>

Contacts:

PennDOT Office of Multimodal Transportation, 717-705-1230
PennDOT District 3-0 Office, 570-368-4279
DCED Center for Business Financing, 717-787-6245

Automated Red Light Enforcement (ARLE) Transportation Enhancement Grants Program

The Automated Red Light Enforcement (ARLE) Transportation Enhancement Grants Program provides funds for a wide variety of road safety and mobility projects (traffic signal upgrades, traffic signs, pavement markings, guiderail, pedestrian improvements, rumblestrips, etc.) using revenue generated by automated red light enforcement violations. There is no local match requirement, but cost sharing is encouraged; if costs are shared, those local funds must be available at the time the ARLE application is submitted. Eligible applicants include: counties; municipalities; county planning organizations; metropolitan or rural planning organizations; and Commonwealth agencies.

Applications are normally accepted each year during the month of June. Applicants should focus on the expected safety and mobility benefits of the solution in addition to describing the problem. The intent of this program is to fund worthwhile, relatively low-cost projects that improve the safety and mobility of the traveling public. Multi-municipal applications and improvements recommended by Local Technical Assistance Programs (e.g., the Local Safe Roads Communities and Walkable Communities) are eligible and encouraged.

Administrator:

Pennsylvania Department of Transportation

Website:

<http://www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDARLE.html>

Contacts:

PennDOT Bureau of Maintenance and Operations, 717-783-0333

PennDOT District 3-0 Office, 570-368-4279

Green Light-Go Program

The Green Light-Go: Pennsylvania's Municipal Signal Partnership Program (Green Light-Go Program) is designed to improve safety and mobility by reducing congestion and improving the efficiency of existing traffic signals on state and local highways. Eligible projects include: traffic signal retiming, LED bulb replacement, detection upgrades, controller upgrades, adaptive signals, emergency preemption, study and removal of unwarranted signals, etc. A minimum 20% match of the grant amount is required. Eligible applicants include: counties, cities, boroughs, townships, towns, and metropolitan or rural planning organizations.

Applications are accepted on an irregular basis, with up to \$40 million usually available for award. Applicants must complete a Green Light-Go project scoping form and should coordinate with their PennDOT District Traffic Unit representatives to define project scopes in a manner consistent with the program goals and requirements. Multi-municipal applications are encouraged and will be given priority.

Administrator:

Pennsylvania Department of Transportation

Website:

<http://www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDGLG.html>

Contacts:

PennDOT Bureau of Maintenance and Operations, 717-783-0333

PennDOT District 3-0 Office, 570-368-4279

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a four-year listing of transportation projects within the geographic boundary of each planning region in Pennsylvania (the SEDA-COG MPO planning region covers Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union counties). The

TIP contains multimodal projects, including traditional highway/bridge and transit projects, along with bicycle/pedestrian and freight-related improvements. The TIP includes federal and state capital funds for priority projects, within specified limits of financial constraint, and it is largely driven by transportation asset conditions and performance measures. Match requirements (mostly between 5 and 20 percent) vary for TIP projects, based on the federal or state funding source that is used. To be on the TIP, projects must also be consistent with the region's adopted Long Range Transportation Plan (LRTP). The TIP is updated every two years in Pennsylvania, but it serves as a living document that is constantly being revised and amended. Municipalities are encouraged to coordinate with their county planning department prior to contacting PennDOT or SEDA-COG about considering projects to place on the TIP.

Administrators:

Pennsylvania Department of Transportation
SEDA-COG Metropolitan Planning Organization

Websites:

<http://www.projects.penndot.gov/projects/TIP.aspx>

<http://www.seda-cog.org/transportation/Pages/Transportation%20Improvement%20Program.aspx>

Contacts:

PennDOT District 3-0 Office, 570-368-4232
SEDA-Council of Governments, 570-524-4491

Retroactive Bridge Reimbursement

Under the Retroactive Bridge Reimbursement process, municipalities can use state funds for local bridge repairs, rehabilitation, or replacements of smaller structures. The municipality is responsible for financing the project until it is reimbursed. Candidate bridges must be added to the regional Transportation Improvement Program (TIP) and be included in a state Capital Budget Act. The funding is 80% state and 20% local matching share.

The municipality typically handles all paperwork and related contracting either independently or with the assistance of its engineer for the project. The municipality will oversee the construction, and could use its own forces for construction. Contractors must use PennDOT-approved materials, and PennDOT will need to ensure that the completed bridge is "structurally adequate." It is highly recommended that PennDOT be consulted prior to embarking on this funding option.

Administrator:

Pennsylvania Department of Transportation

Website:

<http://www.penndot.gov>

Contacts:

PennDOT District 3-0 Office, 570-368-4239
SEDA-Council of Governments, 570-524-4491

Transportation Alternatives Set-Aside Program

The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-Aside) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, recreational trail program projects, and safe routes to school projects. A partial list of eligible project activities includes: sidewalks, bike lanes, wide paved shoulders, off-road trails, rail trails, pedestrian signals or signs, traffic calming, lighting that primarily benefits cyclists and pedestrians, bicycle & pedestrian education for grades K-8, scenic overlooks, interpretive signage, stream channel stabilization, and historic preservation and rehab of historic transportation facilities. Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies, schools, and tribal governments are eligible to apply for TA Set-Aside funds.

TA Set-Aside projects must have a construction cost of at least \$50,000, but may not exceed \$1 million, unless the project is of exceptional regional or statewide significance. PennDOT does not require the project sponsor to provide a true local match. Instead, the sponsor pays all costs for pre-construction activities (design, environmental clearance, right-of-way, utilities, etc.) and PennDOT provides 100% cost reimbursement for the construction phase (including construction inspection) of selected TA Set-Aside projects. Applications are reviewed based on such criteria as safety benefits, reasonableness of cost, readiness for implementation, statewide or regional significance, integration of land use and transportation decision making, collaboration with stakeholders, and leverage of other projects or funding.

Administrator:

Pennsylvania Department of Transportation

Website:

<https://sportal.dot.pa.gov/Planning/AppReg/TAP/Pages/default.aspx>

Contacts:

PennDOT District 3-0 Office, 570-368-4279

SEDA-Council of Governments, 570-524-4491

Greenways, Trails, and Recreation Program

The Greenways, Trails, and Recreation Program (GTRP) provides funds for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. Projects require a minimum 15% local cash match of the total project cost or cash equivalents for the appraised value of real estate. Eligible applicants include: counties, cities, boroughs, townships, towns, councils of governments, institutions of higher education, watershed organizations, for-profit businesses (other than producers of natural gas), and authorized organizations involved in furthering the protection, enhancement, conservation, preservation or enjoyment of Pennsylvania's environmental, conservation, recreation or similar resources.

GTRP grants shall not exceed a total of \$250,000 for any project. Applications are accepted between February 1st and May 31st of each year. Applications are prioritized based on the following criteria: economic conditions of the region where the project is located, the level of matching investment, regional nature of the project, local financial support, project readiness, current availability of recreational facilities in the area, and financial need.

Administrators:

Pennsylvania Department of Community and Economic Development
Commonwealth Financing Authority

Website:

<https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/>

Contact:

DCED Office of Business Financing – CFA Programs Division, 717-787-6245

Community Conservation Partnerships Program

The Community Conservation Partnerships Program provides funds for planning, acquisition, rehabilitation, and development of public parks, recreation areas, motorized and non-motorized trails, river conservation and access, and conservation of open space. Projects require a 50% local match of the total project cost. Eligible applicants include: counties, municipalities, municipal agencies, nonprofit organizations, state heritage areas, pre-qualified land trusts, and for-profit enterprises.

Applications for Community Conservation Partnerships Program grants are usually accepted between January and April of each year. The DCNR Bureau of Recreation and Conservation holds grant funding workshops and webinars ahead of application deadlines. Participants will learn about eligible project activities; funding sources; matching requirements; and strategies on how to create a competitive grant application.

Administrator:

Pennsylvania Department of Conservation and Natural Resources

Website:

<http://www.dcnr.pa.gov/Communities/Grants/Pages/default.aspx>

Contact:

DCNR Bureau of Recreation and Conservation, 570-401-2465

Appalachian Regional Commission Local Access Road Program

The Appalachian Regional Commission (ARC) Local Access Road Program aims to better link the Appalachian Region's businesses, communities, and residents to the Appalachian Development Highway System and to other key parts of the Region's transportation network. The program offers a flexible approach designed to meet local needs and support a variety of economic development opportunities throughout the Region. The ARC Local Access Road Program provides funding for road projects that serve industrial and commercial areas, residential developments, recreational areas, and educational

areas. Local access road funds may be used for preliminary engineering, right-of-way and/or construction. ARC funds are available for the initial construction of local access road projects; local access road funding is not allowed for resurfacing/rehabilitation, upgrading and/or safety improvements on roads previously built with ARC local access road funds. Local governments, state governments, community-based organizations, public and private non-profit organizations, and educational institutions are eligible to apply for local access road funds.

State Governors have the option of using up to \$3,000,000 annually from balances of funds that have been apportioned to their states for the Appalachian Development Highway System Program, except funds specifically designated by Congress for Corridor construction. Additional funding for local access road projects is permitted with ARC's Area Development funds or with funds from non-ARC sources unless otherwise restricted. The Federal share payable for the cost of constructing local access roads shall be up to 100 percent, as determined by the State. Funding is prohibited for local access road projects in counties that have been designated as "Attainment Counties" by the ARC, and the maximum federal participation is restricted to 30% in counties designated as "Competitive Counties."

Administrators:

Appalachian Regional Commission
Pennsylvania Department of Community and Economic Development
Pennsylvania Department of Transportation

Website:

https://www.arc.gov/program_areas/AccessRoadProgram.asp

Contacts:

DCED ARC Program Manager, 717-214-5395
PennDOT District 3-0 Office, 570-368-4279
SEDA-Council of Governments, 570-524-4491

Community Development Block Grant Program

The Community Development Block Grant program provides grants and technical assistance for federal designated municipalities for community development activities. Common uses are for housing rehabilitation, public services, community facilities, and infrastructure improvement (includes streets, bridges, lighting, sidewalks, etc.). The PA Department of Community and Economic Development (DCED) is authorized to administer this program under the Pennsylvania law known as the Community Development Block Grant Entitlement Program for Non-urban Counties and Certain Municipalities (commonly referred to as Act 179). DCED provides CDBG funding for the smaller communities and rural areas of the Commonwealth.

There are two components to eligibility: Entitlement program, which provides annual funding to designated municipalities; Competitive program available to all non-federal entitlement municipalities and State Act 179 entitlement municipalities with a population less than 10,000. Entitlement funding is set by formula. Competitive Program is \$750,000 maximum. Seventy (70) percent of each grant must be used for activities that benefit low- and moderate-income persons. To apply for funding, the applicant must submit the electronic on-line DCED Single Application for Assistance located at www.esa.dced.state.pa.us.

Administrator:

Pennsylvania Department of Community and Economic Development

Website:

<http://community.newpa.com/programs/community-development-block-grant-cdbg/>

Contacts:

DCED Center for Community Development Operations, 717-787-5327

SEDA-Council of Governments, 570-524-4491

Dirt, Gravel, and Low-Volume Road Program

The Dirt, Gravel, and Low-Volume Road Program focuses on projects that provide long-term environmental benefits to Pennsylvania's streams and other water bodies, while making improvements to the public road system for road owners and users. Projects must improve drainage and reduce the pollution impact of public roads on streams. State or local public entities that own and maintain public roads are eligible to apply for Program funding. \$20 million is available for public unpaved roads and \$8 million is available for public paved low-volume roads. All materials, equipment, and labor costs to complete projects are eligible. There is no statewide requirement for matching funds from applicants. State law requires that a road have less than 500 vehicles per day in order to be eligible for Low-Volume Road funding.

The Program is administered through the State Conservation Commission (SCC). The SCC provides funding to conservation districts in each county for distribution to municipalities. Applicants must have been certified through Environmentally Sensitive Maintenance (ESM) training within the past 5 calendar years to apply for funds. After attending a two-day ESM training, municipalities can apply to their conservation district to fund projects. One of the main principles of the Dirt and Gravel Road Program is "local control." This philosophy establishes guidelines at the state level, but leaves a large amount of freedom for those running the Program at the county level to customize it to fit their local situation and needs. As a result, many of the questions that applicants may have (such as funding priorities, local policies, application deadlines, etc.) will vary around the state. For this reason, it is important to contact your county's conservation district to be aware of these local policies and priorities.

Administrator:

Pennsylvania State Conservation Commission

Website:

<http://www.dirtandgravel.psu.edu>

Contacts:

PA State Conservation Commission, 717-772-2103

PSU Center for Dirt and Gravel Roads, 814-865-5355

Snyder County Conservation District, 570-837-3000

Union County Conservation District, 570-524-3860

Rail Freight Assistance Program

The Rail Freight Assistance Program (RFAP) provides funding for investment in rail freight infrastructure. The intent of the Program is to (1) preserve essential rail freight service where economically feasible and (2) preserve or stimulate economic development through the generation of new or expanded rail freight service. RFAP grants provide financial assistance for maintenance or new construction of rail freight facilities. Maintenance projects consist of the replacement of ties, rail, plates, turnouts, other track materials or structural materials, and/or the insertion of incremental ballast sufficient to functionally restore, improve, or maintain an existing railroad line to a level necessary to support its safe operation or use. New construction projects consist of the cost to purchase ties, rail, ballast, and other track materials or structural materials in sufficient quantity to construct a railroad line (where none exists) or a rail-associated facility to a level necessary to support its safe operation or use. Up to \$10 million is available for award each year under the RFAP. The maximum state funding for RFAP projects is 70% of the total project cost, not to exceed \$700,000. Eligible applicants include railroad companies, transportation organizations, municipalities, or municipal authorities.

Administrator:

Pennsylvania Department of Transportation

Website:

<http://www.penndot.gov/Doing-Business/RailFreightAndPorts/Pages/Grants-and-Loans.aspx>

Contacts:

PennDOT Bureau of Rail Freight, 717-772-2637

SEDA-COG Joint Rail Authority, 570-524-4491