



SOUTHWEST BUTLER COUNTY

Multi-Municipal Safety Action Plan



Appendix D: Funding Sources

**PARTNERING
TOGETHER** for the
Southwest Butler
County Safety
Action Plan



Program	Program Description	Project Eligibility	Applicant Eligibility	Match	Considerations
Federal Transportation Funding Programs					
Local/State Competitive Programs					
Highway Safety Improvement Program (HSIP)	Provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.	Intersection safety improvements that provide for the safety of all road users, as appropriate, including multimodal roundabouts. Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices or a grade separation project. Construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds. Installation or upgrades of traffic control devices for pedestrians and bicyclists including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals. Roadway improvements that provide separation between motor vehicles and bicyclists, including medians, pedestrian crossing islands, protected bike lanes, and protected intersection features. Pedestrian security features designed to slow or stop a motor vehicle.	Public roadway owners	10% match of total project cost (by phase) from local, state, or other non-federal sources	HSIP funds are administered by PennDOT Central Office. Local governments should coordinate with SPC and their respective County to discuss potential applications. HSIP funds are eligible for use on all public roadways, including the non-federal aid system.
Transportation Alternatives (TA Set-Aside)	Provides funds that encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	Pedestrian and Bicycle Facilities Recreational Trails Safe Routes to School Projects and Programs Historic Preservation Green Infrastructure and Stormwater Management Habitat Connectivity	Local Governments Regional Transportation Authorities Transit Agencies School Districts, Local Education Agencies, or Schools Nonprofit Entities Any other governmental entity with responsibility for oversight of transportation or recreational trails.	No match requirement; however, local sponsors pay 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).	Both PennDOT and the Southwestern Pennsylvania Commission have available TASA funding and run separate competitive application processes.
Congestion Mitigation and Air Quality (CMAQ)	Provides funds for transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and particulate matter.	Project types include: traffic flow and signal improvements, transportation demand management, transit improvements and programs, commuter bicycle and pedestrian improvements, and diesel emission reductions.	Local Governments Regional Transit Agencies Port Authorities State Agencies Non-profits and private sector entities may partner with an eligible applicant to apply for CMAQ funding.	20% match of total project cost (by phase) from local, state, or other non-federal sources	
Carbon Reduction Program (CRP)	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.	Establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems. Public Transportation Projects Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. Advanced Transportation and Congestion Management Technologies Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment. Projects to replace street lighting and traffic control devices with energy-efficient alternatives. Development of a carbon reduction strategy developed by a State per requirements. Project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs. Efforts to reduce the environmental and community impacts of freight movement. Projects that supports deployment of alternative fuel vehicles, including acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities. Diesel Engine Retrofits Projects that reduces transportation emissions at port facilities, including through the advancement of port electrification	Local Governments Regional Transportation Authorities Transit Agencies School Districts, Local Education Agencies, or Schools, Nonprofit Entities Any other governmental entity with responsibility for oversight of transportation or recreational trails	20% match of total project cost (by phase) from local, state, or other non-federal sources	
Smart Transportation Through Livable Communities (STLC)	Provides funds to plan and implement strategies consistent with the policies of the region's adopted Long-Range Transportation and Development Plan (Smart Moves for a Changing Region) as well as local and county comprehensive plans. Projects link transportation investments and land use planning to decision-making, creating transportation facilities that are safe, sustainable, responsive to the needs of all users, and support community planning goals. The program is designed to provide multimodal connections and community livability enhancements beyond traditional asset management-focused projects.	Bicycle/Pedestrian Improvements Corridor Management/Congestion Reduction Intermodal/Transit Oriented Development Planning and Redevelopment Road/Intersection/Network Improvements Streetscapes/Traffic Calming Electric Vehicle Charging Stations	SPC Member County Governments and the City of Pittsburgh may submit one project each PennDOT Districts 10, 11, and 12 may submit one project per county in their district	20% match of total project cost (by phase) from local, state, or other non-federal sources	Municipalities and other interested sponsors should discuss your project with respective county planning office for consideration.
National Discretionary					
Safe Streets and Roads for All (SS4A)	Provides financial support for planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation users and operators, personal conveyance, micromobility users, motorists, and commercial vehicle operators.	Planning and Demonstration Grants are used to develop, complete, or supplement an Action Plan. Planning and Demonstration Grants also fund supplemental safety planning activities and safety demonstration activities in support of an Action Plan. Implementation Grants are used to implement projects or strategies that are consistent with an existing Action Plan to address a roadway safety problem. Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities. Implementation Grants may also include supplemental safety planning and safety demonstration activities to inform an existing Action Plan, and project-level planning, design, and development activities. Applicants must have an eligible Action Plan to apply for an Implementation Grant.	Metropolitan Planning Organizations (MPOs) Political Subdivisions of a State or Territory (E.G., Counties, Cities, Towns, Special Districts, Certain Transit Agencies, and Similar Units of Local Government) Federally recognized Tribal governments.	20% match of total project cost (by phase) from local, state, or other non-federal sources. In-kind contributions are typically in the form of the value of personnel, goods, services, space, and utilities contributed by a non-Federal third party, such as a private business or nonprofit, specifically for the program. Routine operations and attendance at events are not eligible expenses and therefore do not count as in-kind contributions.	
Better Utilizing Investments to Leverage Development (BUILD)	Provides funding for capital investments in surface transportation that will have a significant local or regional impact. The eligibility requirements of BUILD allow project sponsors to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.	Highway, Bridge, or Other Road Projects Public Transportation Projects Passenger and Freight Rail Transportation Projects Port Infrastructure Investments Surface Transportation Components of an Airport Project Intermodal Projects Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the BUILD program. Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government. Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.	State Governments Local Governments Federally Recognized Tribes and Affiliated Groups Transportation Providers and Operators U.S. Territories		
Active Transportation Infrastructure Investment Program (ATIIIP)	ATIIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.	Grants will also be provided for projects used for trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or states. ATIIIP also provides an opportunity for eligible organizations to enhance their overall transportation network by integrating active transportation facilities with transit services, where available, to improve access to public transportation.	Local or Regional Governmental Organization, including a Metropolitan Planning Organization or Regional Planning Organization or Council Multicounty Special Districts States Multistate Group of Governments Indian Tribes	20% match of total project cost (by phase) from local, state, or other non-federal sources	
Strengthening Mobility and Revolutionizing Transportation (SMART)	Provides funding to eligible public-sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety, among the other USDOT Innovation Principles.	Coordinated Automation Connected Vehicles Sensors and Systems Integration Delivery/Logistics Innovative Aviation Smart Grids Traffic Signals	State Governments Local Governments Federally Recognized Tribes and Affiliated Groups Planning and Project Organizations U.S. Territories	No match required	
Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD)	Provides funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Advanced Traveler Information Systems Advanced Transportation Management Technologies Advanced transportation technologies to improve emergency evacuation and responses by federal, state, and local authorities. Infrastructure Maintenance, Monitoring, and Condition Assessment Advanced Public Transportation Systems Transportation System Performance Data Collection, Analysis, and Dissemination Systems Advanced safety systems, including V2V and V2I communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology Integration of intelligent transportation systems with the smart grid and other energy distribution and charging systems Integrated Corridor Management Systems Advanced parking reservation or variable pricing systems or systems to assist trucks in locating available truck parking Electronic Pricing, Toll Collection, and Payment Systems Technology that enhances high-occupancy-vehicle toll lanes, cordon pricing, or congestion pricing Integration of Transportation Service Payment Systems Advanced mobility access and on-demand transportation service technologies Retrofitting dedicated short-range communications (DSRC) technology	State Governments Local Governments Planning and Project Organizations Academic and Research Institutions U.S. Territories	20% match of total project cost (by phase) from local, state, or other non-federal sources	
State Transportation Funding Programs					
State Competitive Programs					
DCED Multimodal Transportation Fund (MTF)	Provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to Pennsylvania residents.	The program is intended to provide financial assistance to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization. The program is under the direction of the Commonwealth Financing Authority.	Local Governments Counties Councils of Governments Businesses & Non-Profits Economic Development Organizations Public Transportation Agencies (including but not limited to an airport authority, public airport, port authority, or similar public entity) Rail and Freight Ports	30% match of requested amount (state/federal grants do not count as match) Grants must be between \$100,000 and \$3,000,000.	
DCED Local Share Account (LSA) - Statewide	Provides for the distribution of gaming revenues through the Commonwealth Financing Authority (CFA) to support projects in the public interest within the Commonwealth of Pennsylvania, including acquisition,	Construction Demolition Infrastructure Purchase of Vehicles Planning or Consulting	Counties Municipalities Municipal Authorities Economic Development Agencies Redevelopment Authorities Councils of Government Nonprofits	Grants must be between \$25,000 and \$1,000,000. No other match required.	
PennDOT Automated Red Light Enforcement Program (ARLE)	Provides opportunities to improve safety and reduce congestion. ARLE intends to reduce violations and crashes, provide additional safety benefits to highway users, and improve pedestrian safety.	Eligible projects are wide ranging when considering highway safety or mobility. The ARLE Program intends to fund worthwhile projects that can be completed at a relatively low cost, and award grants to projects that will be fully funded at the execution of the grant agreement date.	Local Governments Planning Organizations Commonwealth Agencies	No match required	
Green Light - Go	Grant program to improve the efficiency and operation of existing traffic signals located in the Commonwealth of Pennsylvania.	Upgrades, synchronization and replacements of traffic signal systems	Municipalities Planning Organizations	20% match/reimbursement	
PennDOT Multimodal Transportation Fund	Provides grants to ensure that a safe and reliable system of transportation is available to the residents of this Commonwealth.	The program is intended to provide financial assistance to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.	Municipalities Council of Governments Business/Non-profit Economic Development Organizations Public Transportation Agencies Ports or Rail / Freight Entity	30% match of the amount awarded; grants normally do not exceed \$3,000,000	
PennDOT Pennsylvania Infrastructure Bank (PIB)	A PennDOT program that provides low-interest loans to accelerate priority transportation projects.	Loan emphasis is on construction projects, but other project phases such as design, right-of-way acquisition, and transportation equipment purchases are considered.	Local Governments Counties Transportation Authorities Economic Development Agencies Non-Profit Organizations Private Corporations	Loans for: Aviation Highway/Bridge Rail Freight Transit	
Greenways, Trails and Recreation Program	Funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. Projects can involve development, rehabilitation and improvements to public parks, recreation areas, greenways, and trails, as well as river conservation.	Acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects.	Municipalities Councils of Governments Authorized Organizations Institutions of Higher Education Watershed Organizations For-Profit Businesses	15% match of the total project cost; grants do not exceed \$250,000	