

SUMMER 2026

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TRANSPORTATION & COMMUNITY FUNDING PROGRAMS



Grant and Reimbursement Programs to Advance and Guide Effective Investment of Public Funds

The Southwestern Pennsylvania Commission (SPC) serves the 10-county Pittsburgh region as the official Metropolitan Planning Organization, Local Development District, and Economic Development District. SPC's Transportation Department meets federal mandates with the publication of a long-range (20-year) transportation plan and the establishment of a short-range (4-year) Transportation Improvement Program (TIP). Planning activities range from data systems and modeling to special transportation studies and air quality analysis.

SPC is committed to assisting our local governments and agencies in the preparation, planning, and execution of their community's priority projects and investments. The information within this document will provide local project sponsors a guide to available resources that can assist with the implementation of a community's shared goals.



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Funding Programs

SPC and PennDOT Transportation Alternatives Set-Aside Program

Purpose: The Transportation Alternatives Set-Aside (TA) Program 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; environmental mitigation; recreational trail program projects; and, safe routes to school projects. Key criterion in the review of applications will be readiness for implementation and delivery, safety, consistency with local or regional plans; collaboration with stakeholders; and, statewide or regional significance.

Eligibility:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies, including federal agencies
- School districts, local education agencies, or schools
- Tribal governments
- A nonprofit entity
- Any other governmental entity with responsibility for oversight of transportation or recreational trails

Deadline: The application period for the SPC TA program was open from June 2, 2025, and closed on September 15, 2025. The last application period for the PennDOT TA Program was open from July 14, 2025, with draft applications due September 5, and final applications due October 31, 2025. The next window has yet to be announced, but assuming the TA program continues under the next federal surface transportation bill, the opening and closing dates for 2027 will likely be similar.

Local Match Requirement: There is 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).

SPC Website: <https://www.spcregion.org/funding-programs/>

PennDOT Website: [Transportation Alternatives Set Aside Program | Department of Transportation | Commonwealth of Pennsylvania](#)

SPC Congestion Mitigation Air Quality Improvement Program (CMAQ)

Purpose: The CMAQ Program 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; and supports goals of the U.S. Department of Transportation: improving air quality, and relieving congestion. Project types include: traffic flow and signal improvements, transportation demand management, transit improvements and programs, commuter bicycle and pedestrian improvements, and diesel emission reductions.

Eligibility: Any qualified government entity, including local governments, regional transit agencies, port authorities, and state agencies, is eligible to apply for CMAQ funding. Non-profits and private sector entities may partner with an eligible applicant to apply for CMAQ funding.

Deadline: The application period for the CMAQ program was open from June 2, 2025, and closed on September 15, 2025. The next window has yet to be announced, but assuming the TA program continues under the next federal surface transportation bill, the opening and closing dates for 2027 will likely be similar.

Local Match Requirement: 20% match of total project cost (by phase) from local, state, or other non-federal sources

Website: <https://www.spcregion.org/funding-programs/>

SPC Carbon Reduction Program (CRP)

Purpose: The purpose of the Carbon Reduction Program (CRP) is to reduce transportation carbon dioxide emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)). Projects must reduce transportation carbon dioxide emissions and must be consistent with regional long-range transportation plan.

Eligibility:

- Local governments
- Regional and state transportation authorities
- Transit agencies
- Port Authorities
- Natural resource or public land agencies, including federal agencies
- School districts, local education agencies, or schools
- Tribal governments
- A nonprofit entity

Deadline: The application period for the CRP program was open from June 2, 2025, and closed on September 15, 2025.

Local Match Requirement: 20% match of total project cost (by phase)

Website: <https://www.spcregion.org/funding-programs/>

SPC Regional Traffic Signal Program

Purpose: The goals and objectives of the Regional Traffic Signal Program are to provide the necessary funding, technical assistance, and streamlined project management in order to facilitate implementation of optimized traffic signal operations through improvements along corridors in the Southwestern Pennsylvania region. The results of these corridor improvements are improved safety for all users, reduced fuel consumption, reduced vehicle stops, and reduced emissions. Optimizing the operations of traffic signals will be accomplished through two types of projects within the Program: 1) Regional Signals In Coordination (SINC) projects; and 2) Regional Signals In Coordination with Equipment Upgrades (SINC-UP) projects.

Eligibility: Local Governments

Deadline: The next application period is TBD.

Local Match Requirement: 20% match of total project cost (by phase)

Website: <https://www.spcregion.org/programs-services/transportation/operations-safety/>

DCED Multimodal Transportation Fund (MTF)

Purpose: 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.

Eligibility: 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); and, Rail and Freight Ports

Deadline: Applications will be accepted between March 1 and July 31, 2026. Next application period March 2027.

Local Match Requirement: 30% match of requested amount (state/federal grants do not count as match); Grants must be between \$100,000 and \$3,000,000.

Website: <https://dced.pa.gov/programs/multimodal-transportation-fund/>

DCED Local Share Account (LSA) - Statewide

Purpose: 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.

Local Match Requirement: Grants must be between \$25,000 and \$1,000,000. No other match required.

Eligibility: Counties, Municipalities, Municipal Authorities, Economic Development Agencies, Redevelopment Authorities, Councils of Government, and Nonprofits

Deadline: Applications will be accepted between September 1, 2026 and November 30, 2026.

Website: <https://dced.pa.gov/programs/local-share-account-lsa-statewide/>

PennDOT Pennsylvania Infrastructure Bank (PIB)

Purpose: 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 will be considered.

Local Match Requirement: Projects financed by the PIB include: aviation, high-way/bridge, rail freight, and transit.

Eligibility: Local Governments; Counties; Transportation Authorities; Economic Development Agencies; Non-Profit Organizations; and Private Corporations

Deadline: Always accepting applications

Website: [Apply for a Loan from the PA Infrastructure Bank \(PIB\) to Fund a Transportation Project | Commonwealth of Pennsylvania](#)

PennDOT Automated Red Light Enforcement Program (ARLE)

Purpose: The program 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.

Eligibility: Local Governments; Planning Organizations; and Commonwealth Agencies

Deadline: Note that a pre-application scoping is required, and those submitted by April 30, 2026, will receive feedback by May 29 2026. Final applications, which must include the reviewed pre-application scoping form, are accepted between June 1, 2026 and June 30, 2026. Next application period TBD.

Local Match Requirement: No matching funds are required for eligibility in the ARLE program

Website: <https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/FUNDARLE.html>

PennDOT Multimodal Transportation Fund

Purpose: 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 municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail freight, passenger rail, and ports in order to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.

Eligibility: Municipalities; Council of Governments; Business/Non-profit; Economic Development Organization; Public Transportation Agency; Ports or Rail / Freight Entity

Deadline: The application period will be open from September 15, 2026 to October 30, 2026.

Local Match Requirement: 30% match of the amount awarded; grants normally do not exceed \$3,000,000

Website: [Multimodal Transportation | Department of Transportation | Commonwealth of Pennsylvania](#)

PennDOT National Electric Vehicle Infrastructure (NEVI)

Purpose: Provides funding to States to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

Eligibility: All entities are eligible to apply. NEVI Formula Program funds are restricted to Projects directly related to EV charging infrastructure that is open to the public 24/7. Initially, funding under this program is directed to designated AFCs for electric vehicles to build out the national network, particularly along the Interstate Highway System.

Deadline: The next Community Charging Funding Round for the West region of PA (which includes the ten county SPC region) will begin June 12, 2026, and close November 20, 2026. The latest round of funding for the Corridor Connections program has closed. Future rounds will depend on if and how NEVI continues in the next federal surface transportation bill.

Match/Funding: Minimum 20% match/reimbursement

Website: [National Electric Vehicle Infrastructure \(NEVI\) Formula Program \(pa.gov\)](#) , [Community Charging Funding Rounds | Department of Transportation | Commonwealth of Pennsylvania](#)

Green Light - Go

Purpose: The Green Light - Go: Pennsylvania's Municipal Signal Partnership Program is a competitive state grant program designed to improve the efficiency and operation of existing traffic signals located in the Commonwealth of Pennsylvania. Established by Act 89 of 2013 and revised by Act 101 of 2016, the program is administered by the Pennsylvania Department of Transportation and is purposed to improve mobility and safety at signalized intersections.

Eligibility: Municipalities and Planning Organizations

Deadline: Last round of applications were accepted between March 1, 2026 and March 31, 2026 with a pre-application scoping form due by January 2, 2026. Next application period TBD, but likely to be near the same dates.

Local Match Requirement: Minimum 20% match/reimbursement

Website: <https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/FUNDGLG.html>

PA WalkWorks

Purpose: WalkWorks helps with funding to assist municipal entities with the development of active transportation plans and related policies. WalkWorks continues its aim to establish new or improved pedestrian, bicycle and transit transportation systems – activity-friendly routes – that are combined with land use and environmental design, thereby increasing connectivity to everyday destinations.

Eligibility: Municipalities and Planning Organizations

Deadline: Applications for Active Transportation plans were accepted between January 26, 2026 and March 20, 2026. Next application period TBD, but likely to be around those dates. Applications for Capacity-Building Pre-Planning Assistance were being accepted between April 24 and June 8 2026, with rolling applications accepted through July 17, 2026, if space is available. Next application period TBD.

Local Match Requirement: No matching funds are required for eligibility.

Website: [Grant Opportunities | Department of Health | Commonwealth of Pennsylvania](#)

Act 13 Programs (Marcellus Legacy Fund)

The Marcellus Legacy Fund was created by Act 13 of 2012 to provide for the distribution of unconventional gas well impact fees to counties, municipalities, and commonwealth agencies. Pursuant to Section 2315 (a) (6) (i) of the Act, a portion of the fee revenue will be transferred to the Commonwealth Financing Authority for the statewide initiatives listed on pages 4 & 5:

Abandoned Mine Drainage (AMD) Abatement and Treatment Program

Purpose: Funding for projects that involve the reclamation of Abandoned Mine Well(s); construction of a new AMD site; remediation and repair of existing AMD project sites; operation and maintenance maintaining current AMD remediation sites; establishment of trust fund to ensure ongoing maintenance is achieved; and, monitoring of water quality to track or continue to trace non-point source load reductions resulting from AMD remediation projects.

Eligibility: Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

Deadline: Applications are accepted annually between February 1 and May 31.

Match/Funding: 15% match of the total project cost; grants do not exceed \$1,000,000

Website: <https://dced.pa.gov/programs/abandoned-mine-drainage-abatement-treatment-program-amdatp/>

Flood Mitigation Program

Purpose: Funding for flood mitigation projects authorized by a flood protection authority, the Department of Environmental Protection, the U.S. Army Corps of Engineers, the U.S. Department of Agriculture's Natural Resources Conservation Service, or identified by a local government. Grants are awarded to eligible applicants for projects with a total cost of \$50,000 or more.

Eligibility: Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

Deadline: Applications are accepted annually between February 1 and May 31.

Local Match Requirement: 15% match of the total project cost; grants do not exceed \$500,000

Website: <https://dced.pa.gov/programs/flood-mitigation-program-fmp/>

Greenways, Trails and Recreation Program

Purpose: 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.

Eligibility: Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

Deadline: Applications are accepted annually between February 1 and May 31.

Match/Funding: 15% match of the total project cost; grants do not exceed \$250,000

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

Watershed Restoration and Protection Program

Purpose: Funding for watershed restoration and protection projects that involve the construction, improvement, expansion, repair, maintenance or rehabilitation of new or existing watershed protection BMPs. The overall goal of the program is to restore and maintain restored stream reaches impaired by the uncontrolled discharge of nonpoint source polluted runoff, and ultimately to remove these streams from the DEP's Impaired Waters list.

Eligibility: Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

Deadline: Applications are accepted annually between February 1 and May 31.

Match/Funding: 15% match of the total project cost; grants do not exceed \$300,000

Website: <https://dced.pa.gov/programs/watershed-restoration-protection-program-wrpp/>

DCNR C2P2

DCNR Community Conservation Partnerships Program (C2P2)

Purpose: DCNR's Bureau of Recreation and Conservation provides a single point of contact for communities and non-profit conservation agencies seeking state assistance through the C2P2 Program in support of local recreation and conservation initiatives and those that implement Pennsylvania's Comprehensive Outdoor Recreation Plan. This assistance can take the form of grants, technical assistance, information exchange, and training. All of DCNR's funding sources are combined into one annual application cycle and there is a single application format and process with one set of requirements and guidelines.

Eligibility: A wide range of grant and technical assistance programs are offered through C2P2 to help communities, land conservancies, and non-profit organizations plan, acquire, and develop:

- Recreation, park and conservation facilities
- Watersheds and rivers corridors
- Greenways and trails
- Heritage areas and facilities
- Critical habitat, natural areas & open space

Deadline: Peer and Circuit Rider grants are open year-round. Community recreation, land acquisition and conservation, trails, forestry, and state and regional partnership grants applications windows were last were open from January 12th, 2026 to April 30th, 2026. As noted by the website (below), for most grants, the application period opens the second Monday of January and closes the last business day of April (some grants have unique application periods).

Local Match Requirement: Generally, a 50% match by either cash or non-cash value is required

Website: <https://www.dcnr.pa.gov/Communities/Grants/Pages/default.aspx> , <https://www.pa.gov/agencies/dcnr/programs-and-services/grants/community-conservation-partnerships-program-grants>

DEP Grants, Loans, and Rebates

Department of Environmental Protection (DEP): Loan, Grant, and Rebate Programs

The DEP has grants and loans, as well as rebates to assist individuals, groups, and businesses with a host of environmental issues. Due to the fact that many of DEP's programs are dependent on annual funding from the commonwealth's budget, program availability and application dates can vary widely and are historically inconsistent. Interested program applicants should use DEP's Grant and Loan Programs Center website to view available grants and loans. Some currently open DEP Programs are:

- Alternative Fuel Vehicle Rebates
- Driving PA Forward – Freight Innovations in Transportation Grants
- Pollution Prevention Reimbursement Grants
- Household Hazardous Waste Collection Grants

Website: <https://www.dep.pa.gov/Citizens/GrantsLoansRebates/Pages/default.aspx>

DEP Alternative Fuels Incentive Grant Program

Purpose: The Pennsylvania Department of Environmental Protection (DEP) is offering competitive grant funding for clean, alternative fuel projects in Pennsylvania and investment in Pennsylvania's energy sector. The primary goals of the Alternative Fuels Incentive Grant Program (AFIG) are to improve Pennsylvania's air quality and protect Pennsylvania's environment through the use of alternative fuels that will advance economic development in the commonwealth and reduce dependence on petroleum products.

Eligibility: Schools, Municipalities, Non-Profits, Corporations

Deadline: The current application acceptance period is open until October 7, 2026.

Local Match Requirement: No Match Required, Grants may not exceed \$300,000 on individual projects.

Website: <https://www.dep.pa.gov/Citizens/GrantsLoansRebates/Alternative-Fuels-Incentive-Grant/Pages/default.aspx>

IIJA Grants

Note that as of the summer of 2026, many of the discretionary grant programs under IIJA are winding down, and many final applications windows enabled under this law have closed. For the latest in IIJA grant information and calendar see: [IIJA \(pa.gov\)](https://www.pa.gov). As Congress debates the next federal surface transportation bill SPC expects that some of the grant programs below will either go away, or be replaced with different program designs, even as new grant programs are likely to be introduced. Once a new bill is passed, SPC will update this guide accordingly.

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. The law authorized \$1.2 trillion in Federal funds for transportation and infrastructure spending with \$550 billion of that figure going toward “new” investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provided the resources needed to address a variety of infrastructure needs at the local level.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

Purpose: The purpose of the PROTECT Program is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.

Eligibility: State and Local governments, MPO's, transit agencies, or other Transportation Organizations

Deadline: Applications were accepted between October 25, 2024 and February 24, 2025. At this time the program does not appear to be accepting applications. This may change with the next surface transportation bill.

Local Match Requirement: A 20% non-Federal match requirement applies to the total project cost. A grant recipient may use up to 10% of PROTECT grant funds to fully fund eligible pre-construction activities as long as the recipient satisfies the non-Federal match.

Website: <https://www.fhwa.dot.gov/environment/protect/discretionary/> , <https://www.grants.gov/search-results-detail/356840>

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Purpose: The U.S. Department of Transportation (USDOT) BUILD program (formerly the RAISE program) provides grants for surface transportation infrastructure projects with significant local or regional impact. This allows project sponsors to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

Eligibility: State and local governments, counties, Tribal governments, transit agencies, and port authorities

Deadline: The last application window for BUILD was February 24 2026. This program, or elements of it, may return under the federal next surface transportation bill.

Local Match Requirement: Projects may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas the minimum RAISE Transportation Discretionary Grant size is \$1 million. A 20% non-Federal match requirement applies to the total project cost.

Website: <https://www.transportation.gov/RAISEgrants>

Safe Streets and Roads for All Grant Program

Purpose: The SS4A grant program is to be awarded on a competitive basis to support 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, personal conveyance, and micromobility users; motorists; and commercial vehicle operators

Eligibility: County, City, or Township Governments

Deadline: The latest application period opened on March 27th, 2026 and closed on May 26th, 2026. This program, or elements of it, may return under the federal next surface transportation bill.

Local Match Requirement: 20% local match, with in-kind contributions allowed

Website: <https://www.transportation.gov/grants/SS4A>

Bridge Investment Program

Purpose: This program provides grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. The purpose of this notice is to solicit applications for two funding categories: (1) Planning and (2) Bridge Project grants (a project with total eligible costs not greater than \$100 million).

Eligibility: State and Local governments, MPO's

Deadline: Applications for planning grants closed on June 15, 2026 and applications for bridge projects will close on June 29, 2026. This program, or elements of it, may return under the federal next surface transportation bill.

Local Match Requirement: 50% of "Large Bridge Projects", up to 80% of other BIP projects. Up to 90% of off-bridge system projects.

Website: <https://www.fhwa.dot.gov/bridge/bip/>



2026 Calendar of Programs Anticipated Application Opening & Closing Dates*

Jan.	Feb.	March	April	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
	Act 13 Programs	Act 13 Programs	Act 13 Programs	Act 13 Programs							
		DCED MTF	DCED MTF	DCED MTF	DCED MTF	DCED MTF					
								DCED LSA	DCED LSA	DCED LSA	
					NEVI Community Charging	NEVI Community Charging	NEVI Community Charging	NEVI Community Charging	NEVI Community Charging	NEVI Community Charging	
PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB
DCNR C2P2	DCNR C2P2	DCNR C2P2	DCNR C2P2								
					DEP Alt. Fuels	DEP Alt. Fuels	DEP Alt. Fuels	DEP Alt. Fuels	DEP Alt. Fuels		
								PennDOT MTF	PennDOT MTF		
		Green Light Go									

*Funding programs and the agencies that administer them often times will alter anticipated application periods. Contact these agencies or SPC for up-to-date application information.

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