

MULTIMODAL TRANSPORTATION FUND PROGRAM
UNDER TITLE 74, SECTION 2104(A)(2)
FREQUENTLY ASKED QUESTIONS

1. Who can apply to PennDOT for Section (a) (2) multimodal transportation funds?

Municipalities, counties, cities, boroughs, school districts, councils of governments, businesses, non-profits, economic development organizations, public transportation agencies, Transportation Management Associations, ports, rail freight and passenger rail entities. Definitions are included in the Program Guidelines.

2. Can a state agency apply for Section (a) (2) multimodal transportation funds?

No. Member institutions of the State System of Higher Education are state agencies.

3. What type of projects are eligible for Section (a) (2) multimodal transportation funds?

Act 89 of 2013 specifies that only four types of projects are eligible programs for the funds. They are: (1) projects which coordinate local land use with transportation assets to enhance existing communities; (2) projects related to streetscapes, lighting, sidewalk enhancement and pedestrian safety; (3) projects improving connectivity or utilization of existing transportation assets; and (4) projects related to transit-oriented development. Examples of the four types of projects are included in the Program Guidelines.

4. Do all projects submitted need to be new projects?

No, but proposals must fit the parameters of the program and meet the implementation criteria.

5. Are projects on State highways eligible for Section (a)(2) multimodal transportation funds?

Yes, as long as the project is owned and maintained by the applicant or the applicant has an agreement with the owner for ongoing maintenance of the resulting project asset.

6. Must a project involve more than one mode of transportation to be eligible?

No.

7. What is an existing transportation asset, the utilization of which qualifies for Section (a)(2) multimodal funds?

Infrastructure directly used for transportation purposes.

8. How will applications be reviewed and selected?

Project selection will be made through a committee consisting of PennDOT staff. The Department may consult with MPOs/RPOs and other stakeholders during the review process. Additional information on application evaluation is included in the Program Guidelines.

9. When is the deadline to submit applications?

Applications will be accepted as provided for in the notice published in the Pennsylvania Bulletin. Applications should be submitted electronically online at <https://spportal.dot.pa.gov/Planning/AppReg/MTF/Pages/default.aspx>.

10. How many applications can be submitted?

Only one application should be submitted per project. Applicants may submit any number of projects for consideration.

11. Will there be multiple phases in the annual application process?

No; however, you may be contacted to answer questions or discuss certain aspects of an application during the review process.

12. Is this a loan program?

No. This is a grant program with the funds being paid on a reimbursement basis. The sponsor will pay for the work as it is completed and **submit paid invoices to** PennDOT for reimbursement.

13. Is local match required for these funds?

Yes. Local funding in an amount not less than 30% of the amount awarded is required.

14. Can expenses related to the sponsor's use of services that have been provided on a volunteer or free basis be used as a match?

No.

15. Can a required project impact study be included as part of a local match?

Yes, so long as the costs associated with the study are within the scope of the MTF project that was approved and the funds used to pay these costs are local cash and not a part of funds from other federal or state grant programs.

16. Can other state or federal agency grant funding be used for the local match requirement?

No.

17. Can municipal general funds be used for the local match requirement?

Yes.

18. Can funds provided by private parties be used for the local match requirement?

Yes.

19. Can funds collected under Act 209 of 1990 (relating to transportation impact fees) be used for the local match requirement?

Yes, as long as the project is an eligible use of such funds.

20. Can county or municipal liquid fuel funds be used for the local match requirement?

Yes, as long as the project is an eligible use of such funds.

21. Can fee for local use funds collected under the authority of Section 1935 of the Vehicle Code be used for the local match requirement?

Yes, as long as the project is an eligible use of such funds.

22. Can borrowed funds be used for the local match requirement?

Yes, as long as the project is an eligible use of such funds and the funds are repaid from an eligible source.

23. Can funds allocated to counties under 4 Pa. C.S. §1101 et seq. (the Pennsylvania Race Horse Development and Gaming Act) be used for the local match requirement?

Yes, as long as the project is an eligible use of such funds.

24. Can funds allocated to municipalities under Act 13 of 2012, 58 Pa.C.S. §2301 et seq. (relating to oil and gas), be used for the local match requirement?

Yes, as long as the project is an eligible use of such funds.

25. Can funds granted by the Department under the automated red light enforcement (ARLE) program be used for the local match requirement?

No. ARLE moneys are state funds that are distributed through grants and thus not eligible.

26. Can funds already used as a match under another funding source program be used as part of the 30% match for MTF funding?

No. The matching funds for MTF cannot have been used as a match under another funding source program.

27. Can federal Community Development Block Grant (CDBG) funds collected under the federal Housing and Community Development Act of 1974 be used for the local match requirement?

No. Funds granted to a local government by state or federal entities are not considered local funding.

28. Can costs incurred for design, environmental, and right-of-way acquisition by a 3rd party be used as part of the matching funds?

Yes, as long as (1) the costs identified in the project cost estimate exhibit are directly attributable and reasonable expenses of the Project subject to review and approval by PennDOT; (2) the expenditures are eligible costs of the MTF program; (3) the expenditures were incurred by the sponsor after November 25, 2013 (date Act 89 was enacted); (4) the expenditures meet all MTF program

requirements, including selection of consultants for engineering, design and inspection in accordance with Publication 93 or equivalent qualifications-based selection procedures; (5) the sponsor has provided full documentation of reasonable costs to PennDOT, subject to review and approval by PennDOT; and (6) the matching funds approved by PennDOT have not been used as project match funds under another funding source or program.

29. What amount of project costs will be awarded through the Multimodal Transportation Fund?

Grants are available for projects with a total cost of \$100,000 or more. Grants will not normally exceed \$3,000,000. Consideration will be given to projects with costs over \$3,000,000 should they significantly impact PennDOT's goal of creating jobs and leveraging private investment.

30. Are design, engineering and inspection costs eligible for reimbursement through the Multimodal Transportation Fund?

Yes, if selection of consultants for engineering, design and inspection activities are in accordance with PennDOT Pub 93, *Policy and Procedures for the Administration of Consultant Agreement*, or equivalent qualifications-based selection procedures. The amount eligible for reimbursement shall not exceed 10% of the grant award. A list of other eligible and ineligible costs is included in the Program Guidelines.

31. Can MTF funds be used to repay a loan that was necessary to begin work on an MTF approved project?

Yes. A sponsor may use MTF funds to pay back principal on a loan, but MTF funds may not be used to pay interest on a loan.

32. Will approved projects be let by PennDOT or the local sponsor?

Projects will be let by the local sponsor.

33. Will PennDOT be involved during the design phase of the project?

PennDOT will be limited to an oversight role and will not be directly responsible for design activities.

34. Will projects need to be put into a PennDOT bid document format or is a local format acceptable?

A local format may be acceptable as long as it includes all applicable state bidding requirements. The state format can be used and PennDOT may require use of its Electronic Contract Management System (ECMS) depending on the nature of the project.

35. Are costs incurred prior to a fully executed agreement eligible for reimbursement under a grant?

No. However, in certain rare situations, a Letter of No Prejudice may be granted permitting certain expenditures to be reimbursed prior to grant execution. The local sponsor must request permission in writing to the Office of Multimodal Transportation to proceed with a portion of the project in advance of executing an agreement. PennDOT will consider the request subject to a review of the context and scope of the request, in addition to the sponsor assuming all risk of any expenditures being considered non-eligible for reimbursement per the MTF guidelines and grant agreement. The expenditures must be incurred after the date of the award letter from PennDOT. The expenditures must also be considered eligible costs under the program. Lastly, if a LONP is granted, all program requirements must be met in relation to the expenditures. Costs not eligible for reimbursement may be eligible towards the match requirement.

36. The Project Cost Information section of the application shows Environmental Clearance. Will projects need to go through a federal environmental clearance process or just state and local required permitting if applicable?

Federal environmental clearance requirements apply if there are federal funds in the project. If there are no federal funds, the sponsor must electronically prepare or revise the Multimodal Grant Environmental Document, which can be accessed at <http://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx>.

37. If right of way is required for the project can the project sponsor follow a locally approved acquisition process or will a federal or state process be required?

Federal right of way acquisition requirements apply if there are federal funds in the project. If there are no federal funds and the project is on State highway right of way, PennDOT right of way procedures, which mirror the federal requirements, apply. If there are no federal funds and the project is not on State highway right of way, an appraisal by a Pennsylvania certified appraiser, reviewed by a different Pennsylvania certified appraiser, is required.

38. If the project design and right of way acquisition is complete and ready for bid should the project sponsor show the costs incurred locally for preliminary design, final design and right of way in the project cost information table to show previous work?

Yes.

39. If a project is approved do the funds need to be expended within a certain time?

Yes, within three years of when PennDOT agrees that work under the grant can start or a grant agreement is fully executed, whichever comes first.

40. If a project is approved does it need to be added to the MPO/RPO Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP)?

Yes.

41. Is the local sponsor responsible for required third-party construction inspection?

Yes. The local sponsor shall pay for all required third-party construction inspection, including inspection conducted by PennDOT, in accordance with PennDOT-issued invoices.

42. If a municipality wants to apply for the multimodal monies to repair a bridge, would the bridge need to be on the capital budget bridge bill?

No.

43. Can an application be submitted through the DCED/CFA Multimodal Transportation Fund program simultaneously to the PennDOT program?

Yes. We are encouraging applicants to submit to both programs as they are managed separately.

44. What if the project is funded through both PennDOT's program and the CFA and the requirements of the funding sources conflict?

The stricter requirements shall control. However, if the project funds are bifurcated, the sponsor must follow the requirements of the respective agreements.

45. What if excess funds remain from the MTF award after completion of the Project?

Because this is a reimbursement-based grant, any funds left over after the completion of the project will remain in the MTF for future awards.

46. Where can I find more information on the DCED/CFA Multimodal Transportation Fund program?

Program guidelines as well as an application and additional information can be found on the Department of Community and Economic Development website at: <http://dced.pa.gov/programs/multimodal-transportation-fund>.

47. Where can I find out more information on the PennDOT Multimodal Transportation Fund program?

Program guidelines can be found on the Department of Transportation website at: <http://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx>.