

Green Light – Go

Pennsylvania’s Municipal Signal Partnership Grant Program

Frequently Asked Questions: September 23, 2024

Program Overview

The Green Light - Go: Pennsylvania's Municipal Signal Partnership Program (Green Light - Go 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.

The Green Light-Go Program is a reimbursement grant program and applicants are required to provide a minimum 20% match. The total amount of grant funding available in Year 10 (2024) is up to \$40 million.

Eligibility:

- 1. Who is eligible to apply?** *Municipalities, counties, and planning organizations are eligible applicants. This includes cities, boroughs, and townships with existing signals.*
- 2. Who completes and how do I get reimbursement for my projects?** *All projects will be led by the applicant unless otherwise specified by PennDOT. All required documentation is specified in the program guidance document which is available from the PennDOT Traffic Signal Portal: <https://www.dot.state.pa.us/signals/>. The grant funding is distributed on a reimbursement basis (e.g., disbursement occurs once applicant pays contractor and provides documentation of invoices and payment). The grant administration process, including invoice review and payment, is completed utilizing the dotGrants system.*
- 3. What PennDOT approval is needed prior to submitting an application?** *The pre-application [scoping form](#) must be completed and submitted to the Bureau of Operations (GLG@pa.gov) by November 22, 2024. In addition, PennDOT highly encourages coordination with the appropriate PennDOT District contact once a scoping form has been completed to discuss the details of the project and to receive PennDOT feedback regarding the application prior to submission. PennDOT will review and provide comments on the scoping form by January 31, 2025. The reviewed scoping form must be attached to the electronic grant application.*
- 4. Is there a local match requirement for the program?** *A minimum 20% match is required and most match options are eligible except for Federal, State, or regional funds associated with the Transportation Improvement Program (TIP). The match may consist of any combination of federal, state, regional, local and private funds, including PennDOT pre-approved in-kind contributions such as an exchange of services between the Department and municipality.*
- 5. How much funding is available for the program?** *Up to \$40 million is available each year, subject to annual appropriation by the legislature. For FY 2025-26, it is estimated up to \$40 million will be available for Green Light-Go grants.*
- 6. Are multi-municipal projects/applications accepted?** *Yes. A lead agency must be identified and a letter from each of the participating municipalities must be provided with the application stating that the lead agency may submit the application.*

7. **How many applications can I submit?** *The number of applications per applicant is not limited.*
8. **Can more than one project type or improvements on more than one corridor be included in the application submission?** *A single application can either include one or more project types for one corridor or a single project type that covers multiple corridors. In other words, multiple corridors may be included in a single application if the same improvement(s) is/are proposed for all corridors.*
9. **What types of projects are eligible?** *Only existing traffic signal maintenance and operations improvements are eligible for this program. The purpose of the Green Light-Go Program is to upgrade traffic signals. A limited amount of ancillary work (such as ADA curb ramps or roadway improvements) may be included, but the majority of the project cost must be related to the traffic signal upgrade. Please see the [program guidelines](#) for additional information.*
10. **What types of projects are eligible under the LED replacement project definition?** *Eligible projects include replacement of incandescent traffic signal bulbs with LED traffic signal modules and the upgrade from an earlier generation to a newer generation of LED traffic signal modules. Street lighting upgrades are only considered for luminaries on traffic signal structural supports.*
11. **Has PennDOT established funding priorities for the eligible projects?** *Priority will be given to projects that improve safety, enhance mobility and reduce congestion. Multi-municipal applications are encouraged and will be given priority. For additional guidance, please see the [program guidelines](#).*
12. **Under what circumstances will in-kind services be considered as a part of the local match?** *In-kind services will only be accepted if the services can be clearly identified, documented, and a letter of commitment is submitted with the application. Completion of the PennDOT [In-Kind Contribution Documentation Form](#) is required when submitting an invoice to receive municipal match credit for in-kind services activities.*
13. **Is there an award ceiling per project?** *No, there is no set award ceiling per project, but the funding program is competitive in nature. Applicants should decide on a project cost that they feel is competitive knowing funding for all eligible projects is capped. Applicants should also consider the timeline to complete the project.*
14. **Can Green Light-Go funds be used to replace antiquated flashing warning devices, such as school zone speed limit devices?** *No, only traffic control signals are eligible. Traffic control signals are those which alternately regulate traffic between stop-and-go conditions. Other types of electronically-powered traffic signals are flashing warning devices and are not eligible.*
15. **Why is updating information in TSAMS requested? Do I need to attach this information to my application?** *In order to demonstrate a project meets the eligibility requirements, existing asset information for the traffic signal(s) to be upgraded shall be up to date within PennDOT's Traffic Signal Asset Management System (TSAMS), which can be accessed via <https://www.tsams.penndot.gov/> and is available for free to all municipalities. Registration information is available on the TSAMS website. PennDOT completed a statewide data collection inventory for traffic signals on state roadways in 2016, but the data collection was limited to equipment present at the time of the inventory and doesn't identify the age or condition of equipment. Additional information in TSAMS is required to justify the upgrades proposed under Green Light-Go projects, as indicated in the following table:*

Project Type	Required TSAMS information				
	Installation Date ^{1,2}	Component Type ²	Manufacturer & Model ²	Traffic Signal Systems ³	Latest Permit Revision Date
LED Replacement	X	X			
Traffic Signal Retiming					X
Study and Removal of Unwarranted Traffic-Control Signals					X
Monitoring			X ^{4,5}	X	
Innovative Technologies			X ^{4,5}	X	
Communications			X ^{4,5}	X	
Connections back to TMC			X ⁴	X	
Detection and/or Controller Upgrades	X	X	X ²		
Modernization Upgrades	X				X
ITS Applications					

¹Installation date may be approximated if the exact date is unknown.

²Current information required for component(s) to be upgraded and/or replaced

³Traffic signal systems shall include connections between signals and the type of communication.

⁴Manufacturer & model information for controller (timer) unit required.

⁵Manufacturer & model information for vehicle detection component(s) required.

Information updated in TSAMS does not need to be attached to the application. TSAMS is the statewide asset management system for traffic signals. By entering information about existing traffic signal equipment in TSAMS, the data is available for other uses without requiring it to be reentered in multiple locations.

For more information on TSAMS requirements, refer to

http://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/GLG_TSAMS_Instructions.pdf

- 16. Can Green Light-Go funds be used to acquire right-of-way, such as for bringing curb ramps into compliance or for locating traffic signal poles?** *Although Green Light-Go funds may be used for right-of-way acquisition, it is recommended that Green Light-Go projects be scoped and designed in a manner that allows all work to occur within existing right-of-way. Green Light-Go projects must be completed and all funds reimbursed by the end of the second state fiscal year (June 30) after the funds are encumbered. Right-of-way acquisition could cause delays in the project and jeopardize the ability to complete the project within the required timelines. It is also difficult to estimate right-of-way acquisition costs, which can cause unexpected cost increases that would need to be absorbed by the applicant since the state GLG funding is capped at the award amount.*

Application Requirements

- 1. Does PennDOT require an electronic submission of the application materials or is a hard-copy submission acceptable?** *Applications may only be submitted electronically to the Department as indicated in the Pennsylvania Bulletin announcement. Hard-copy submissions will not be accepted. If someone is either having issues submitting or needs assistance, please email GLG@pa.gov.*
- 2. How detailed should the plans and cost estimate be for the project?** *The cost estimate should be as detailed as possible and applicants should provide quotes from vendors/contractors if*

available. A cost estimate guide and cost estimate template are provided on the [Green Light-Go Program page of the Traffic Signal Portal](#) to better assist with project estimates.

Program Schedule (Year 10)

1. **What is the application period?** *Pre-application scoping forms must be submitted to GLG@pa.gov by November 22, 2024. The application timeframe will begin February 1, 2025 and remain open until February 28, 2025.*
2. **When can the funding and match be used?** *Previous work completed cannot be submitted for reimbursement, it can be used only for match. Work completed prior to the effective date of the reimbursement agreement is not eligible for reimbursement.*
3. **When does the match have to be available?** *The matching funds must be secured and committed to the project at the time of application. This commitment confirms the source and amount of matching funds. The matching funds do not need to be cash in hand until the project work begins. For applications submitted in February 2025, PennDOT expects to announce awards in July 2025. After that, it will take a few months to execute the grant reimbursement agreement, so most work on the project will not begin until 2026 and construction must be completed in the first half of 2028. Therefore, matching funds should be anticipated to be used in 2026, 2027, or 2028 municipal budget cycles.*
4. **When does the project need to be completed?** *Construction must be completed by May 2028. PennDOT cannot grant extensions past this time, because the appropriated funds will lapse on June 30, 2028.*
5. **Will PennDOT grant a time extension if the project cannot be completed by May 2028?** *No, PennDOT cannot grant time extension in most circumstances because the grant funding is tied to state fiscal years and will lapse and be unavailable to provide reimbursement to the grantee.*

Project Delivery

1. **Are Green Light-Go projects subject to prevailing wage?** *Green Light-Go projects must comply with the act of August 15, 1961 (P.L.987, No.442), known as the Pennsylvania Prevailing Wage Act if the project is considered a “public work.” Generally, construction, demolition, alteration and repair work, other than maintenance work, done under contract and paid for in whole or in part out of the funds of a public body with an estimated cost in excess of \$25,000 are considered a public work. Section [§9203 of the Vehicle Code](#) (75 Pa.C.S.) increases the threshold to \$100,000 for locally funded projects and includes certain types of funding that is considered local funding. Green Light-Go funding is not included in that list, so the normal prevailing wage threshold applies.*
2. **If the project comes in under budget, how can the municipality use the remaining grant funds?** *If a grantee desires to do additional work, the scope modification must be approved by PennDOT in advance. Because grants are competitively selected, scope modifications are typically only approved if the additional work is of a similar nature but at other locations.*

3. **If the project comes in over budget, is additional grant funding available?** *No, the grant funding is capped at the awarded amount. The grantee is responsible for all costs exceeding the grant amount. It is recommended that grantees continually monitor project costs to ensure the scope of improvements is within the grant amount or that additional local funding can be obtained.*
4. **How does a grantee receive the awarded funds?** *Green Light-Go is a reimbursement program. The grantee must first complete the work, and then submit their invoices to PennDOT for reimbursement. Instructions for reimbursement are available on the [Green Light-Go Program page of the Traffic Signal Portal](#).*