



Maryland Bikeways Program FAQs

Updated March 5, 2012

How much money is available?

\$10 million is available between 2012 and 2014. Approximately \$3.5 million is available for the fiscal year 2013 application period, closing May 4, 2012.

What types of projects can be funded?

The program can help fund almost any bike project for general public use. On-road facilities and off-road trails; Local and state roads (though most state road projects will be handled through bike retrofit, system preservation, etc.)

Is (blank) project eligible for Bikeways funding?

To be eligible for Bikeways funding, a project must be:

- Located substantially (80%) within the Priority Funding Area (PFA), and/or
- Located within ½ mile of a rail transit station, and/or
- Addressing a gap identified in the MDOT Trails Plan A Greener Way to Go, and/or
- Identified as a transportation priority in a County's most recent annual priority letter submitted to MDOT

We have created an online map showing these areas that can be accessed from the webpage with the application materials. If a project is not covered by any of these criteria, then it will not be considered for Bikeways funding.

Are local road projects eligible?

Yes, as long as the project falls within an eligible area listed above.

When will applications be accepted?

Applications will be accepted until May 4, 2012. Applications may be submitted electronically or in hardcopy.

How often will the program accept applications?

Program applications will be accepted annually.

Can I re-apply if my project is not selected?

Yes

What types of projects are likely to receive funding?

This is a new program, so we don't know how competitive it is likely to be this year. Projects that have the greatest potential to improve bicycling as a transportation option will be rated the highest. So, for example, projects that provide access to transit and connections to employers, schools and other destinations will be favored. In addition, projects that are included in the MDOT Trails Plan will be rated highly.

Who can apply?

Local governments, state agencies, MPOs, RPOs, transit entities, and federal public lands agencies. Private and non-profit organizations can not apply directly, but they can partner with an eligible applicant.

Is public outreach required?

Yes. All applicants must document a public outreach process.

Is right of way acquisition eligible for funding through the Bikeways program?

No

Are operations and maintenance eligible for funding through the Bikeways program?

No

Is this federal money?

No, it's 100% state money. So it can be used toward an Enhancements or Recreational Trails grant match.

What is the required match?

The required matching fund level varies from 0 to 80% depending on the location and type of a particular project.

The first step is to determine if a project falls within a bikeways priority investment area. We have created an online map showing the priority areas. They include:

- Rail transit station areas (within ½ mile)
- Missing links in MDOT Trails Plan

- Sustainable Community Areas (designated by DHCD)
- Maryland Main Streets
- Central business districts (not an official designation, but evidenced by land uses)
- major institutions (e.g. universities, major hospitals)
- Census tract(s) at or below 60% of Area Median Income

The next step is to look at the type of project. Match rates are as follows:

	In Bikeways Priority Area	Outside Bikeways Priority Areas
Minor Retrofit (up to \$100,000 for signing, pavement markings, etc)	0%	50%
Feasibility Assessment/Planning	20%	50%
Design	20%	50%
Construction	70%	80%

There are not hard and fast rules about soft match, cash match, what can count toward match, etc. Projects with stronger cash match will be more competitive for funding.

What is a Bikeways priority investment area?

Bikeways priority investments areas are NOT the same as the Maryland Priority Funding Areas. The Bikeways priority investment areas are a compilation of several types of places that represent priorities for MDOT investment in bicycle facilities. The required funding match rates are reduced for projects located in a priority investment area, as shown in the table above. Priority investment areas for the Bikeways program include:

- Rail transit station areas (within ½ mile)
- Missing links in MDOT Trails Plan
- Sustainable Community and Community Legacy Areas
- Maryland Main Streets
- Central business districts (not an official designation, but evidenced by land uses)
- Major institutions (e.g. universities, major hospitals)
- Census tract(s) at or below 60% of Area Median Income

Generally, a project will be considered within a priority investment area if 80% or more of the project area is within one or more of the boundaries identified above.

What types of projects are eligible for funding through the Bikeways program?

There are four categories of eligible Bikeways projects: Minor retrofits, feasibility assessments, design and construction. The table below provides key information about each category.

Bikeways Program Category Overview

Project Category	Overview	Approximate Funding Available	Required Matching Funds	Period of Performance
Minor Retrofit	Accelerate implementation of low-cost treatments to create safe, visible bicycle routes between many destinations, especially: <ul style="list-style-type: none"> - Access to transit and business districts, - Connections to trails, and - Wayfinding and safety enhancements 	\$1.1 million	Priority Investment Area: encouraged, but not required Other Area: 50% *Project requests may not exceed \$100,000	12 months
Feasibility Assessment	Investigate routing and facility type alternatives and develop feasible, cost-effective concepts for bikeway connections that fill missing links and connect many destinations.	\$300,000	Priority Investment Area: 20% Other Area: 50%	18 months
Design	Support design of mid to large scale bikeway projects that are key to a connected state bikeway system, such as: <ul style="list-style-type: none"> - Missing links in the statewide trail system. - Links where on-road bicycle facilities cannot provide an adequate alternative. 	\$1 million	Priority Investment Area: 20% Other Area: 50%	24 months
Construction	Expedite delivery of key bikeway projects with demonstrated local commitment and regional or statewide significance such as: <ul style="list-style-type: none"> - Missing links in the statewide trail system. - Links where on-road bicycle facilities cannot provide an adequate alternative. - Links to business districts and priority investment areas. 	\$1.1 million	Priority Investment Area: 70% Other Area: 80%	24 months
TOTAL		\$3.5 million		

Is there someone I can contact to discuss opportunities to utilize the bikeway program?

Contact the Kate Sylvester in the MDOT Office of Planning and Capital Programming 410-865-1277 or MDBikeways@mdot.maryland.gov.