

Bicycle and Pedestrian Funding Programs in Maryland

Does your community have a great bicycle or pedestrian project that needs help becoming a reality? Maryland offers a wide variety of federal and state funded programs to help plan, design, and build projects throughout the state. This document outlines key grant criteria and requirements as well as helpful information for potential applicants. Contact and online information is listed for each program.

PRIMARY GRANTS

These federal and state grants are the primary funding sources for bicycle and pedestrian projects. State staff can help local communities identify ways to combine the grants to successfully implement projects. All grant funding is provided on a reimbursement basis.

Transportation Alternatives Program (SHA): The program provides funding for projects that enhance the cultural, aesthetic, historic, and environmental aspects of the intermodal transportation system.

Eligible Grantees:

- Metropolitan Planning Organizations (select projects for 50% of available funding)
- Local/County Jurisdictions
- Transit Agencies
- Federal Public Land Agencies
- Local/County School Districts

Eligible Bike/Pedestrian Projects:

- Planning and Design of Bike/Pedestrian Facilities and Safe Routes for Non-Drivers (\$25,000 maximum)
- Construction of Bike/Pedestrian Facilities
- Construction of Safe Routes for Non-Drivers
- Conversion of Abandoned Rail to Bike/Pedestrian Trails

Requirements:

- Funding Source: Federal. All TAP projects must comply with ADA, NEPA, Davis-Bacon wage rates, Buy America, and other applicable state and federal regulations.
- Local match: 20 percent of total eligible project costs as a cash match. A TAP grant can cover up to 80 percent of the construction costs. Prior project work, right-of-way acquisition and in-kind services may not be counted toward the 20 percent match requirement.
- All TAP projects must meet the following criteria:
 - Open to the public and benefit all Marylanders, not a specific group or individual.
 - Serve a transportation purpose, connecting two destinations (TAP projects cannot be solely recreational in purpose, but may be phased as long as each phase continues to serve transportation destinations.)
 - Unrelated to planned or existing highway projects, routine highway improvements, or required mitigation for a planned or existing highway project. TAP projects may be enhancements to larger federal-aid highway projects.
 - Located on publicly-owned right-of-way or on right-of-way encumbered with a permanent easement held by a state agency or the government agency sponsoring or co-sponsoring the project.

Program Contact:

- Jessica Silwick, SHA Regional and Intermodal Planning, 410-545-5653, jsilwick@sha.state.md.us
- <http://www.sha.maryland.gov/Index.aspx?PageId=144>

Maryland Bikeways Program (MDOT): The program supports projects that maximize bicycle access and fill missing links in the state's bicycle system, focusing on connecting shared-use paths and roads and enhancing last-mile connections to work, school, shopping and transit.

Eligible Grantees:

- State Agencies
- Metropolitan Planning Organizations
- Local/County Jurisdictions
- Transit Agencies
- Federal Public Land Agencies

Eligible Bike/Pedestrian Projects:

- Feasibility Assessments, Design and Engineering

- Construction of Shared Use Paths, Cycletracks and Bicycle Lanes
- Shared Lane and other pavement markings
- Bicycle Route Signage and Wayfinding
- Bicycle Capital Equipment (e.g. parking)
- Other Minor Retrofits to Support Bicycle Routes
- Education Materials to Support Bikeway Projects

Requirements:

- Funding Source: State
- Local Match: Zero percent for Priority Minor Retrofit projects, 20 percent for other Priority Projects, 50 percent for non-priority projects. Match may include cash or in-kind services contributing to the project, including expenditures up to 24 months prior to a Bikeways project award.
- All Bikeways Projects must meet at least one of the following criteria:
 - Located substantially within a Priority Funding Area, within 3 miles of a rail transit station or major bus transit hub;
 - Provide or enhance bicycle access along any gap identified in the Statewide Trails Plan;
 - Identified as a transportation priority in the County's most recent annual priority letter submitted to MDOT.
- Priority Projects are defined as any of the following:
 - Enhance bicycle access within 3 miles of a rail transit station
 - Provide or enhance bicycle access along a missing link identified in the Statewide Trails Plan
 - Enhance bicycle circulation within or access to a Sustainable Community, Designated Maryland Main Street, census tract at or below 60% of area median income, major university, central business district, or important tourist or heritage attraction.

Contact:

- Kate Sylvester, MDOT Planning and Capital Programming, 410-865-1304, ksylvester@mdot.state.md.us
- http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/Bike/Bikeways.html

Recreational Trails Program (SHA): A federally-funded program assisting development and maintenance of smaller scale motorized and non-motorized trail, trailhead and restoration projects. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, canoeing, kayaking, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Recreational Trails is now a part of the larger Transportation Alternatives Program due to the latest federal transportation law, MAP-21, but has retained dedicated funding.

Eligible Grantees:

- State Agencies (DNR projects receive 50% of funding)
- Local/County Jurisdictions
- Private Groups/Individuals (with government agency co-sponsor)

Eligible Bike/Pedestrian Projects:

- Construction of New Trails
- Maintenance and Restoration of Existing Trails
- Development/Rehabilitation of Trailside Facilities and Linkages
- Purchase/Lease of Trail Construction Equipment
- Trail/Corridor Easement and Property Acquisition
- Interpretive/Educational Programs, Signage and Maps Related to Recreational Trails Use

Requirements:

- Funding Source: Federal. Grant awards cannot exceed \$40,000 for new construction and \$30,000 for other projects.
- Local match: 20 percent of total project cost as a cash match.
- Recreational Trails projects with the following criteria are preferred:
 - Connect communities with natural/cultural areas or tourism areas (ie. Scenic Byways, Heritage Areas, Canal Towns, etc.)
 - Broad-based community support
 - Complete a missing link in the State Trails Plan
 - Link or complete existing trails
 - Mitigate trail impacts on the natural environment
 - Construction or maintenance accomplished with youth conservation corps or service groups
 - Loop trails that do not connect to a broader network and sidewalk projects are not generally awarded funds.

Contact:

- Terry Maxwell, SHA Landscape Architecture, 410-545-8637, tmaxwell@sha.state.md.us
- <http://www.sha.maryland.gov/Index.aspx?PagelId=98>

Safe Routes to Schools (SHA): A program providing funding for education and infrastructure improvements in the vicinity of state-funded K-8 institutions that promote students walking and cycling to school. Safe Routes to School projects must be requested through the larger Transportation Alternatives Program due to the latest federal transportation law, MAP-21.

Eligible Grantees:

- Local/County Jurisdictions
- Local/County School District

Eligible Bike/Pedestrian Projects:

- Bike/Pedestrian safety classes for students
- Traffic education and enforcement near schools
- Public awareness campaigns for press and community leaders
- Sidewalk Improvements (within 1.5 miles of school)
- Traffic calming and speed reduction improvements
- Bike/Pedestrian Crossing Improvements
- On- and Off-Street Bike/Pedestrian Improvements
- Bicycle Parking
- Traffic diversion, education and enforcement

Requirements:

- Funding Source: Federal (part of Transportation Alternatives)
- Local match: 20 percent of total project cost as a cash match.
- Safe Routes to School projects with the following criteria are preferred:
 - The project and its outcomes are viable
 - Addresses an infrastructure or programmatic gap

Contact:

- Jessica Silwick, SHA Regional and Intermodal Planning, 410-545-5653, jsilwick@sha.state.md.us
- <http://www.sha.maryland.gov/Index.aspx?PagelId=144>

Maryland Highway Safety Office Grant (MVA): This grant aims to reduce the number of motor vehicle-related crashes, deaths, and injuries on Maryland highways. The State's [Strategic Highway Safety Plan](#) is a data-driven plan that identifies the top safety priorities that are eligible for funding. As of 2014, pedestrian safety is a top safety priority.

Eligible Grantees:

- State Agencies
- Local/County Jurisdictions
- Law Enforcement Agencies
- Non-Profit Organizations

- Higher Education Institutions

Eligible Bike/Pedestrian Projects:

- Pedestrian Safety Projects Consistent with SHSP Strategies (see below)

Requirements:

- Funding Source: Federal (Highway Safety Improvement Program funds)
- Local match: 20 percent of total project cost as a cash match.
- Projects must match one of the top safety priorities and implement the strategies identified in the Strategic Highway Safety Plan:
 - Develop model processes to identify and prioritize high-incident locations and system- wide pedestrian safety issues;
 - Develop and evaluate model approaches to engineering built environments that accommodate safe pedestrian travel;
 - Develop and evaluate model approaches to improving pedestrian and motorist awareness and behavior, including education and enforcement efforts; and
 - Create partnerships among state, regional, and local stakeholders to develop action plans that address high-priority locations and system wide issues using comprehensive approaches to pedestrian safety.

Contact:

- MHSO Regional Traffic Safety Program contacts can be found at http://mhso.mva.maryland.gov/SafetyPrograms/program_regional_traffic_program.htm

STATE FUNDING PROGRAMS

These are State Highway Administration dedicated funding programs that support bicycle and pedestrian improvements on state roads. SHA internally identifies, designs and constructs many of the projects. Local communities can identify and request projects for SHA evaluation.

ADA Retrofit (SHA Fund 33): A fund to upgrade existing sidewalks, curb ramps, intersections and driveway entrances along state roadways to be compliant with the Americans with Disabilities Act (ADA).

Requirements:

- Fund 33's purpose is to retrofit existing, non-compliant sidewalks up to the latest ADA standards.
- Projects are not limited to Priority Funding Areas.

Contact:

- John Gover, SHA Innovative Contracting, 410-545-8766, wgover@sha.state.md.us

Sidewalk Retrofit (SHA Fund 79): A fund to construct missing sidewalk segments along State roadways to fill gaps within the pedestrian network. The missing segment must be located in an Urban Area (as defined by the Census). Local matching fund contributions may be reduced or eliminated for projects located in Designated Sustainable Communities, in a Priority Funding Area, or where SHA determines that there is a substantial public safety risk or significant impediment to pedestrian access.

Requirements:

- Local jurisdiction must provide public notice of the sidewalk project and citizens an opportunity to provide input; help secure right-of-way, easements, or right-of-entry agreements; and agree to maintain or repair the sidewalks after completion.
- The cost to construct or reconstruct a sidewalk shall be shared equally between the State and local government, except as provided below. If a sidewalk is located in a "Sustainable Community" per Housing and Community Development Article §§6-301 and 6-305, construction *may* be funded entirely by the state.
 - If a sidewalk is located in a Priority Funding Area and SHA determines that a *substantial* public safety risk or *significant* impediment to pedestrian access exists and the adjoining roadway is under neither construction nor reconstruction, sidewalk construction shall be identified as a system preservation project and *may* be funded 100 percent by the state.
 - If a sidewalk is located in a Priority Funding Area and requested by the local government, the construction costs may be split between the state (75 percent) and local jurisdiction (25 percent).

Contact:

- Sanjay Kumar, SHA Highway Design, 410-545-8826, skumar@sha.state.md.us

Community Safety and Enhancement Program (SHA Fund 84): A fund for highway reconstruction and improvements along SHA roadways within urban centers that promote safety and economic development. Projects are generally requested by local jurisdictions in the annual transportation priority letter sent to MDOT.

Requirements:

- Local jurisdiction must agree to maintain sidewalks and other improvements after completion.
- Project limits must be located within a Priority Funding Area.

Contact:

- Teri Soos, SHA Community Design, 410-545-8845, tsoos@sha.state.md.us

Bicycle Retrofit (SHA Fund 88): This is a fund to provide bicycle improvements along state roadways.

Requirements:

- Local jurisdiction must provide public opportunity to provide input and must help secure right-of-way, easements, or right-of-entry agreements.
- In cases of off-road improvements, such as a parallel or shared-use path, the local jurisdiction must agree to maintain improvements after completion.
- The parallel/shared-use path must be within 100 feet of a SHA roadway.
- If a shared-use path requested by a local jurisdiction is within a Priority Funding Area, the cost to construct shall be shared between the state (75 percent) and local government (25 percent).
 - If SHA determines that a substantial public safety risk or significant impediment to pedestrian access exists and the adjacent roadway is not under concurrent construction or reconstruction, SHA may opt to fund 100 percent of the construction, provided funding is available.
- If a shared-use path requested by a local jurisdiction is *not* within a Priority Funding Area, the construction cost shall be shared between the state (50 percent) and local government (50 percent).

Contact:

- Luis Gonzalez, SHA Innovative Contracting, 410-545-8826, lgonzalez@sha.state.md.us

ADDITIONAL STATE GRANT OPPORTUNITIES

Community Legacy Program (DHCD): The program provides local governments and community development organizations with funding for essential projects aimed at strengthening communities through activities such as business retention and attraction, encouraging homeownership and commercial revitalization. Projects must be located within an approved Sustainable Community to be eligible for funding. Bicycle and pedestrian opportunities include streetscape improvements and as part of mixed-use developments.

Contact:

- Kevin Baynes, DHCD Community Programs, 410-209-5823, baynes@mdhousing.org

Program Open Space (DNR): The program consists of two components, a local grant component often called Localside POS and a component that funds acquisition and recreation facility development by the State. The localside component provides financial and technical assistance to local subdivisions for the planning, acquisition, and/or development of recreation land or open space areas.

Contact:

- Program Open Space Local Support Staff contacts can be found at http://www.dnr.state.md.us/land/localsupport/lc_contacts.asp

Community Parks and Playgrounds (DNR): The program provides funding to restore existing parks and create new park and green space systems in Maryland's cities and towns. Flexible grants are provided to local governments which help them rehabilitate, expand or improve existing parks. Funding can help develop environmentally oriented parks and recreation projects, create new parks, or purchase and install playground equipment in older neighborhoods and intensely developed areas throughout the state.

Contact:

- Community Parks and Playgroups Local Support Staff contacts can be found at http://www.dnr.state.md.us/land/localsupport/lc_contacts.asp

Maryland Heritage Areas Financial Assistance Programs (MHT): Designated Maryland Heritage Areas are eligible for various tax credits, grants and loans. These financial assistance programs support for a wide variety of historic preservation-related activities. Bicycle and pedestrian opportunities involve inclusion in heritage tourism development and educational programs.

Contact:

- Richard Hughes, Heritage Areas Program Administrator, 410-514-7685, richard.hughes@maryland.gov

ADDITIONAL FEDERAL GRANT OPPORTUNITIES

Transportation Investment Generating Economic Recover (TIGER) Grants (USDOT): The TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. The TIGER program enables DOT to examine a broad array of projects on their merits, to help ensure that taxpayers are getting the highest value for every dollar invested. In each round of TIGER, DOT receives many applications to build and repair critical pieces of our freight and passenger transportation networks. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, livability and environmental sustainability.

Contact:

- FHWA Office of Infrastructure Finance and Innovation, 202-366-0301, TIGERgrants@dot.gov
- <http://www.dot.gov/tiger>

Rivers, Trails, and Conservation Assistance Program (NPS): The program extends and expands the benefits of the National Park Service by helping connect all Americans to their parks, trails, rivers, and other special places. When a community asks for assistance with a project, NPS staff provides free, on-location facilitation and planning expertise from conception to completion. Assistance can include visioning and planning, developing concept plans for trails, parks and natural areas, setting priorities and identifying funding sources.

Contact:

- RTCAP Maryland Support Staff can be found at <http://www.nps.gov/orgs/rtca/contactus.htm#MD>
- <http://www.nps.gov/orgs/rtca/index.htm>

Federal Lands Access Program (FHWA): The program is intended to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Bicycle and pedestrian opportunities include planning, design and engineering, construction, rehabilitation, and preventative maintenance of facilities accessing public lands.

Contact:

- Frances Ramirez, Federal Lands Highways Program Coordinator, 202-493-0271, frances.ramirez@dot.gov
- <http://flh.fhwa.dot.gov/programs/flap/>

ADDITIONAL PRIVATE GRANT OPPORTUNITIES

There are a variety of other public and private grant opportunities available to fund bicycle and pedestrian projects. The specific project type is the first step to determining funding eligibility. Several examples are included below.

- The **Robert Wood Johnson Foundation** (<http://www.rwjf.org/>) invests in grantees (e.g., public agencies, universities, and public charities) that are working to improve the health of all Americans. Current or past projects in the topic area “walking and biking” include greenway plans, trail projects, advocacy initiatives, and policy development.
- The **PeopleForBikes** Community Grant Program (<http://www.peopleforbikes.org/pages/community-grants>) provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.
- The **National Center for Safe Routes to School** (<http://www.saferoutesinfo.org/funding-portal/private-funding>) identifies ways for communities to solicit non-government funding for Safe Routes to School activities. The multiple benefits of SRTS programs, including the safety, health, environment and community impacts, often align with the interests of the local community.