



APPENDIX B

Bicycle and Pedestrian Funding Programs

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Bicycle and Pedestrian Funding Programs in Maryland

Maryland offers a wide variety of federal and state funded programs to help plan, design, and build projects throughout the state.

Discretionary Grants Administered by MDOT

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

Transportation Alternatives Program (Administered by MDOT SHA): The program provides funding for projects that enhance the cultural, aesthetic, historic, and environmental aspects of the intermodal transportation system. 50 percent of Maryland's Transportation Alternatives Program funds are sub-allocated to three Maryland Metropolitan Planning Organizations (MPOs). The Baltimore Regional Transportation Board (BRTB), National Capital Region Transportation Planning Board (TPB), and Wilmington Area Planning Council (WILMAPCO) review and approve projects within their respective areas.

<https://www.roads.maryland.gov/Index.aspx?PageId=144>

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 TA 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 TA 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 TA projects must meet the following criteria:
 - Open to the public and benefit all Marylanders, not a specific group or individual.
 - Relate to surface transportation and 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. TA 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.

Maryland Bikeways Program (Administered by MDOT TSO): 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.

http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Bikeways.html

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. bicycle parking facilities)
- Other Minor Retrofits to Support Bicycle Routes
- Education Materials to Support Bikeway Projects

Requirements:

- Funding Source: State
- Local Match: 20 percent of total project cost. 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 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.
 - 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.

Recreational Trails Program (Administered by MDOT SHA): A federally-funded program supporting the development and maintenance of motorized and non-motorized recreational trails and trail-related facilities. Examples of trail uses include hiking, mountain biking, trail running, 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. <https://www.roads.maryland.gov/Index.aspx?PagelId=98>

Eligible Grantees:

- State Agencies
- Local/County Jurisdictions
- Non-profits

Eligible Bike/Pedestrian Projects:

- Construction of new trails
- Maintenance and restoration of existing trails
- Development/Rehabilitation of trailside facilities and linkages
- Purchase of Trail construction equipment
- Acquisition of easement or property for trails
- Improvements to signage and structures

Requirements:

- Grant awards typically do not exceed \$80,000 for new construction and \$30,000 for other projects; however, exceptions will be considered on a case by case basis for construction projects. All projects are subject to a \$20,000 minimum request.
- Local match: 20 percent of total project cost as a cash or in-kind match.
- Recreational Trails projects with the following criteria are preferred:
 - Connect communities with natural/cultural areas or tourism areas (i.e. 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

Safe Routes to Schools (Administered by MDOT 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 related projects must be requested through the larger Transportation Alternatives Program in accordance with the Fixing America's Surface Transportation (FAST) Act., <https://www.roads.maryland.gov/Index.aspx?PageId=735>

Eligible Grantees:

- Local/County Jurisdictions
- Local/County School District
- Transportation Safety Non-Profits (if applying for safety education projects)

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 2.0 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 funds

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

Maryland Highway Safety Office Grant (Administered by MDOT MVA): These grants aim to reduce the number of motor vehicle-related crashes, deaths, and injuries on Maryland highways through education and enforcement actions that modify risky behaviors. The State's Strategic Highway Safety Plan is a data-driven plan that identifies the top safety priorities that are eligible for funding. Pedestrian and Bicycle Safety is one of six of Maryland's top safety priorities and these are called priority emphasis areas.

<http://www.mva.maryland.gov/safety/mhso/grants%E2%80%90management.htm>

Eligible Grantees:

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

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:
 - Identify and target pedestrian and bicycle safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information;
 - Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives;
 - Create and improve roadway environments for safe walking and bicycling through implementation of engineering treatments, land use planning and system-wide countermeasures;
 - Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices;
 - Develop, apply, and promote technological approaches, including those in vehicles and emergency response equipment, in order to better prevent and reduce the severity of collisions involving pedestrians and bicyclists; and
 - Identify and promote safe driving and pedestrian behaviors for all motorists and public safety professionals at the scene of emergency events.

MDOT System (Program) Funding

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

<https://www.roads.maryland.gov/Index.aspx?PageId=707>

Sidewalk Reconstruction for Pedestrian Access (MDOT SHA Fund 33): The primary purpose of this fund is to upgrade existing pedestrian facilities along state highways to meet Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the SHA Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways.

Requirements:

- Considered at locations where no other project is planned.
- Projects must be along a state highway.
- Project must provide access and connectivity to pedestrian generators (transit, government and public facilities) within ½ mile.
- Projects are not limited to Priority Funding Areas.
- Projects do not require any funding participation from the local jurisdiction.

New Sidewalk Construction for Pedestrian Access (MDOT SHA Fund 79): The primary purpose of this fund is to construct new sidewalk along the state highway system where it does not currently exist today.

Requirements:

- Projects must be requested by the local jurisdiction where the sidewalk would be located.
- Projects must be along an "urban highway" as defined in Maryland Transportation Code Annotated § 8-630.
- Projects must be at locations where no other project is currently planned to construct or reconstruct the roadway.
- The local jurisdiction must agree to the following as required by Maryland Transportation Code Annotated § 8-630:
 - To fund or secure all right-of-way outside of SHA right-of-way;
 - To provide opportunities for public involvement prior to construction;
 - To maintain the sidewalk upon construction completion.
- Construction of projects not located within a Priority Funding Area shall be funded equally between SHA and the local jurisdiction.
- Construction of projects located within a Priority Funding Area shall be 75% funded by SHA and 25% funded by the local jurisdiction.
- If a sidewalk is located in a "Sustainable Community" per Housing and Community Development Article §6-301, construction may be funded entirely by SHA.
- If a sidewalk is located in a Priority Funding Area and it is determined 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 SHA.

Bicycle Retrofit (MDOT SHA Fund 88): The primary purpose of this fund is to provide bicycle facilities along the state highway system to promote connectivity or address safety concerns. Improvements may include on road facilities (marked bicycle lanes or marked shared use lanes) or off-road facilities such as shared use paths.

Requirements:

- Considered where no other project is planned.
- Projects for on road improvements do not require any funding participation from the local jurisdiction.
- Projects for off road improvements are subject to the same requirements as the New Sidewalk Construction for Pedestrian Access program.

Additional State Grant Opportunities

Community Legacy Program (Administered by 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. <https://dhcd.maryland.gov/Communities/Pages/programs/CL.aspx>

Program Open Space (Administered by 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. <http://dnr.maryland.gov/land/Pages/ProgramOpenSpace/home.aspx>

Community Parks and Playgrounds (Administered by 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. <http://dnr.maryland.gov/land/Pages/ProgramOpenSpace/cpp.aspx>

Maryland Heritage Areas Program (Administered by MHT): The Maryland Heritage Areas Program was created in 1996 to encourage heritage tourism to Maryland. It is governed by the Maryland Heritage Areas Authority (MHAA) and administered by the Maryland Historical Trust. MHAA provides targeted financial and technical assistance within thirteen locally designated Heritage Areas, each of which has a distinct focus or theme that represents a unique aspect of Maryland's character. Bicycle and pedestrian-related infrastructure and events can be supported through this program, which also serves as an important source of partnership for proposed greenway and trail projects. <https://mht.maryland.gov/heritageareas.shtml>

Additional Federal Grant Opportunities

Better Utilizing Investments to Leverage Development (BUILD) Grants (USDOT): BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments. USDOT intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. The BUILD Transportation Grant Program defines “rural area” as any area outside an Urbanized Area as designated by the U.S. Census Bureau. Per the Census Bureau, an Urbanized Area is an area that consists of densely settled territory with a population of 50,000 or more people. The notice highlights rural needs in several of the evaluation criteria, including support for rural broadband deployment where it is part of an eligible transportation project. <https://www.transportation.gov/BUILDgrants>

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. <https://www.nps.gov/orgs/rtca/index.htm>

Federal Lands Access Program (FLAP) (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. <https://flh.fhwa.dot.gov/programs/flap/>

Other Grant Opportunities

Transportation/Land Use Connections (TLC) Program (Administered by TPB): The Transportation Planning Board's (TPB) Transportation/Land Use Connections (TLC) program helps local jurisdictions work through the challenges of integrating transportation and land use planning to create vibrant communities. TLC is designed to support local planning and design projects as well as share success stories and proven tools with governments and agencies across the region. <https://www.mwcog.org/transportation/planning-areas/land-use-coordination/tlc-program/>