

MDOT Grant Opportunities

2026 MDOT Grants Roadshow

January 12, 2026



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Programming / Federal Grant

Planning and Capital Programming

Long-Range Planning

Regional Planning

Capital Programming

Commuter Choice

Rail and Intermodal Freight

Federal Grants

Transit Oriented Development

Federal Grant Information

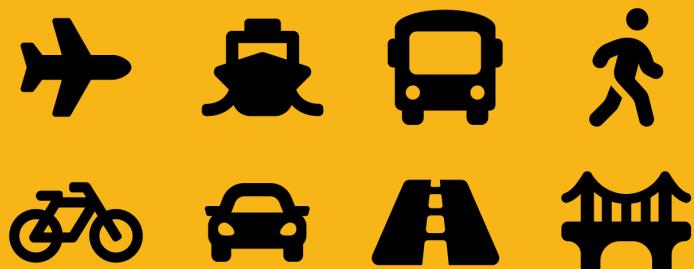
[Join the Federal Discretionary Grants Mailing List](#)

New! Learn more from the National Transportation Center at Morgan State University about the tools available for applicants within the State of Maryland to use for grant applications. View the presentation slides [here](#) and listen to the recording [here](#).

New! Learn more from this pre-recorded technical guidance webinar about the Reconnecting Communities and Neighborhoods (RCN) Program. The webinar was held on September 28. View the presentation slides [here](#) and listen to the recording [here](#).

Infrastructure Investment and Jobs Act Competitive Grants

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 116-94) was signed into law on November 15, 2021. Also known as the Bipartisan Infrastructure Law (BIL), signed into law on November 15, 2021, the IIJA is the largest investment in America's infrastructure intended to rebuild America's roads, bridges, ports, transit systems, and other critical infrastructure. The IIJA also aims to modernize the nation's ports and airports, improve the nation's water infrastructure, and invest in the nation's electric power grid.



Federal Infrastructure Grants

2026 MDOT Grants Roadshow



Infrastructure Investment Jobs Act

- The **\$1.2 trillion** Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act (**IIJA**) created an unprecedented opportunity for Maryland and local partners to access federal funding.
- However, almost 1/3 of these funds must be won through competitive grants.
- The amount of guaranteed funding ensures predictable funding opportunities and timelines, providing local governments an unprecedented opportunity to strategically plan and advance the most competitive projects.
- **This is the last fiscal year of IIJA funding!**



Select Active Transportation Grant Opportunities

- **Safe Streets and Roads for All (SS4A)**
 - **\$1 billion in guaranteed funding annually.**
 - **Only local governments and Tribes are directly eligible!**
 - Program provides funds to support comprehensive development of Safety Action Plans, demonstrations projects to enhance roadway user safety, and implementation projects that are on approved Safety Action Plan.
 - Two-step program: must have approved Safety Action Plan (or accepted equivalent) before seeking construction funding.
 - Implementation projects may include:
 - **Multimodal roadway safety**/user investments.
 - Strategies to improve user behavior or safety operations.
 - Does not require a benefit-cost analysis.
 - Be aware of Administration priorities.
 - 80%-20% cost share.
 - Expected Opening: **Spring 2026**.



Maryland Communities have won more than \$90 million!

Select Active Transportation Grant Opportunities

- **Local and Regional Project Assistance (now BUILD)**
 - **\$1.5 billion in guaranteed funding annually.**
 - Program provides both planning and capital funds to support a wide variety of multimodal surface transportation projects. This includes freight, transit, highway, **bike-ped**, port, and the surface transportation components of an airport project.
 - In FY 23, **local governments received more than 60% of the awards!**
 - Eligible applicants include local governments, states, special transportation districts, transit agencies, regional organizations, and multi-jurisdictional collaborators.
 - Does require a benefit-cost analysis for construction projects.
 - 80%-20% cost share, but up to **100%** in rural areas and defined disadvantaged areas.
 - FY26 Applications are due by: **February 24, 2026**
 - Award Selections will be announced by: **June 28, 2026**



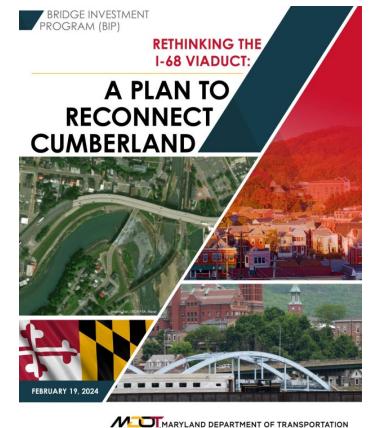
Select Active Transportation Grant Opportunities

- **Bridge Investment Program (BIP)**

- **~\$2 billion in guaranteed annual funding.**
- Provides financial assistance for projects to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory (NBI). The goals of the program include improving the safety and reliability of the nation's bridges, improving the condition of bridges, especially those at-risk of falling into poor condition.
- Allows for planning and construction projects.
- **Construction projects are subject to requirements for bike-ped accommodations**
- 80%-20% cost share, 50-50% cost share for “Large Bridges.”
- Expected Opening : **Spring 2026**



U.S. Department
of Transportation
Federal Highway
Administration



Resources

- Our strategy: To share and coordinate grant opportunities internally and externally as often as possible to maximize grant opportunities for Maryland, through resources and tools.



www.mdot.maryland.gov/ijagrants

www.mdot.maryland.gov/grants

[Local Opportunities](#) - Share your successes with us!

[MDOT Grants Blog – Local Successes](#)

Visit our websites to learn more about IIJA grant opportunities, view projects awarded to the MDOT and explore local resources when applying for federal grants.



[MDOT Federal Discretionary Grants Newsletter](#)

Sign up for our monthly newsletter for news, awarded projects, open federal and state opportunities and resources available.



Final Takeaways

- The Bipartisan Infrastructure Law is an unprecedented opportunity to win funds for your community.
- **This is the last fiscal year of guaranteed funding for discretionary grant programs.**
- **Plan** ahead, know your project **narrative** and **grant** opportunity, **market** the story, and build **support**.



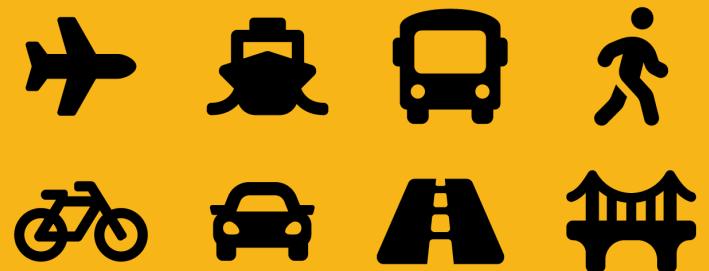
Thank You!



Sean Winkler
Senior Policy Advisor
MDOT - The Secretary's Office (TSO)
SWinkler1@mdot.maryland.gov



Christy Bernal
Discretionary Grants Program Manager
State Highway Administration (SHA)
CBernal@mdot.maryland.gov



SHA Grants Program Overview

Maryland State Highway Administration
Office of Planning and Preliminary Engineering
Grants and Programs Management Division



Purpose of the Grants and Programs Management (GPMD) Division Team

- The GPMD Team administers:
 - Transportation Alternatives,
 - Recreational Trails,
 - Discretionary Grants,
 - Carbon Reduction,
 - Federal Lands Access, and
 - Federal Congressionally Directed Spending program.
- The GPMD Team partners with project sponsors, working together to navigate federal and state requirements and achieve key project milestones.



Transportation Alternatives (TA)

The Transportation Alternatives Program is a **competitive, reimbursable federal-aid program** that supports active transportation and related projects. It funds initiatives such as:

- Building bicycle and pedestrian facilities
- Restoring historic transportation structures
- Converting abandoned rail corridors into pedestrian trails
- Mitigating highway runoff
- Other projects that enhance mobility and community connectivity.



Recreational Trails (RTP)

The Recreational Trails Program is a **competitive, reimbursable federal-aid program** that funds projects that develop and maintain land- and water-based recreational trails and trail-related facilities for motorized and non-motorized recreational trail uses.



Federal Funding Allocation

- Transportation
Alternatives funds are allocated between three major Metropolitan Planning Organizations (BRTB, TPB & WILMAPCO) and State-Flex funds that can be awarded to any area of the state.



- Recreational Trails funds are treated similarly to State-Flex and can be obligated to any area of the state.

Funding Fundamentals

- Grant funding is 80% reimbursable with 20% required as match.
- Project sponsors should be prepared to provide 20% match on SHA administrative and/or construction oversight costs.
- Grant funding is eligible for non-infrastructure, feasibility study, design, construction and trail maintenance projects.



Non-Infrastructure, Feasibility Study and Design Projects Requirements

Non-Infrastructure Funding (ex.: road safety audit, education and/or outreach efforts)

- Sponsors must submit a complete scope of work, cost estimate and study area (if applicable).

Feasibility Study Funding

- Sponsors must submit a complete scope of work, cost estimate and project map of the desired project location.

Design Funding (design complete to 100%)

- Sponsors must submit concept level drawings demonstrating alignment of project, limits of disturbance, right-of-way impacts and community outreach for the project. Planning level cost and materials estimates are also required.



Construction and Trail Maintenance Requirements

Construction Funding

- Sponsors must submit 30% preliminary design plans to be considered for construction funding.
- Include a detailed cost estimate, limits of disturbance, right-of-way impacts and community outreach for the project.

Trail Maintenance Funding

- Sponsors must submit a complete scope of work, cost estimate and project map of the desired project.
- A Trail Maintenance Plan is highly recommended.



Transportation Alternatives Eligible Project Categories

1. On- and off-road pedestrian and bicycle facilities
2. Infrastructure-related projects and systems that provide safe and accessible routes for non-drivers
3. Conversion of use of abandoned railroad corridors for trails
4. Construction of turnouts, overlooks and viewing areas
5. Inventory, control and removal of outdoor advertising
6. Historic preservation and rehabilitation of historic transportation facilities



Transportation Alternatives Eligible Project Categories (continued)



7. Archaeological activities relating to impacts from implementation of transportation projects
8. Vegetation management practices in transportation rights-of-way to improve roadway safety
9. Environmental mitigation activities for transportation construction, stormwater and habitat connectivity
10. Vulnerable road user safety assessments
11. Safe Routes to School projects
12. Recreational Trails projects

Safe Routes to School (SRTS) Eligibility

SRTS initiatives enable and encourage children in kindergarten thru 12th grade to safely walk, roll, and bike to school. SRTS is an eligible project type under Transportation Alternatives and general follow the TA requirements.

Infrastructure Projects:

- Include feasibility studies, design plans, and construction projects.
- Consist of sidewalks, crosswalks, bike lanes, and other pedestrian safety improvements within approximately two miles of a school.



Safe Routes to School (SRTS) Eligibility

(continued)

Non-Infrastructure Projects:

- Include educational programs, coordinators, directed outreach, events, and materials that promote safe walking and biking.
- *In 2025 MDOT launched a SRTS coordinator pilot with 3 counties and Baltimore City awarded funding for 3 years of SRTS coordinator salaries. Please reach out to completestreets@mdot.maryland.gov if your county is interested in applying to join the pilot program.*



Safe Routes to School Coordinators Toolkit

Program Goals, Recommended Steps, and Resources in Maryland



Recreational Trails Eligible Project Subcategories

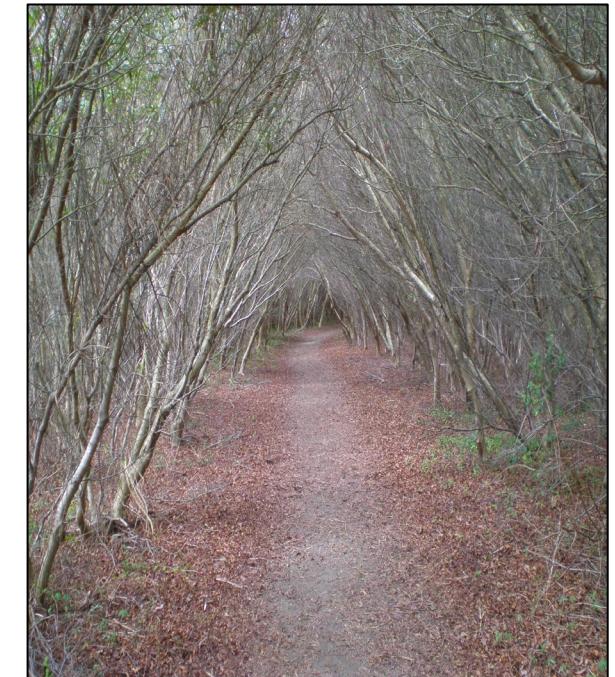
1. Maintenance and restoration of existing recreational trails
2. Development and rehabilitation of trailside and trailhead facilities including wayfinding and other signage
3. Lease and purchase of recreational trail construction and maintenance equipment
4. Construction of new recreational trails (with restrictions for new trails on federal lands) including trail reroutes
5. Acquisition of easements and property for recreational trails or recreational trail corridors



Recreational Trails Eligible Project Subcategories

(continued)

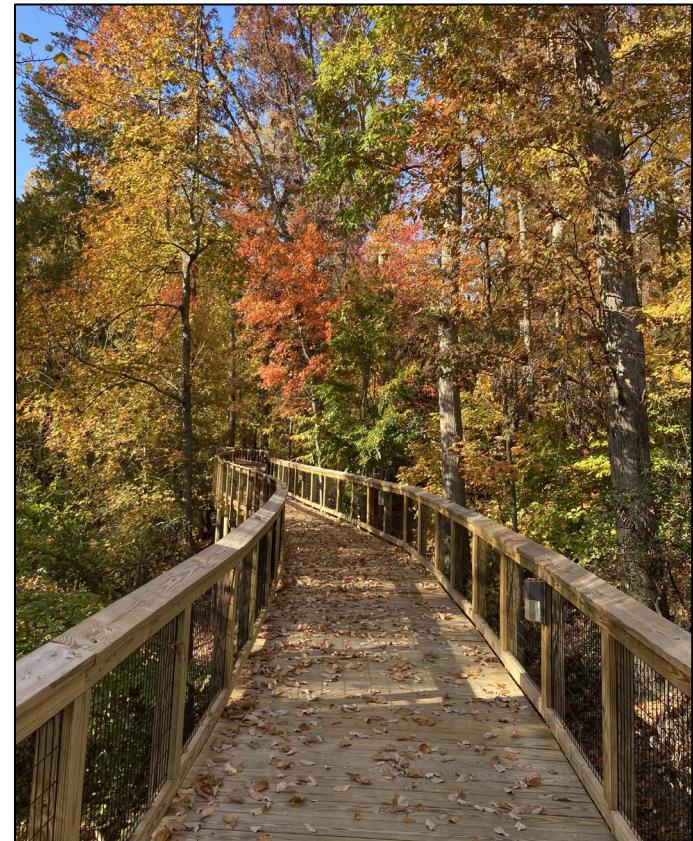
6. Assessment of trail conditions for accessibility and maintenance
7. Development and dissemination of publications and operation of educational programs to promote safety and environmental protection related to the use of recreational trails
8. Installation of new trail structure(s) including boardwalks and bridges
9. Rehabilitation of trail structure(s) including boardwalks and bridges



Previous Project Examples:



Shady Grove Metro Access - Montgomery County

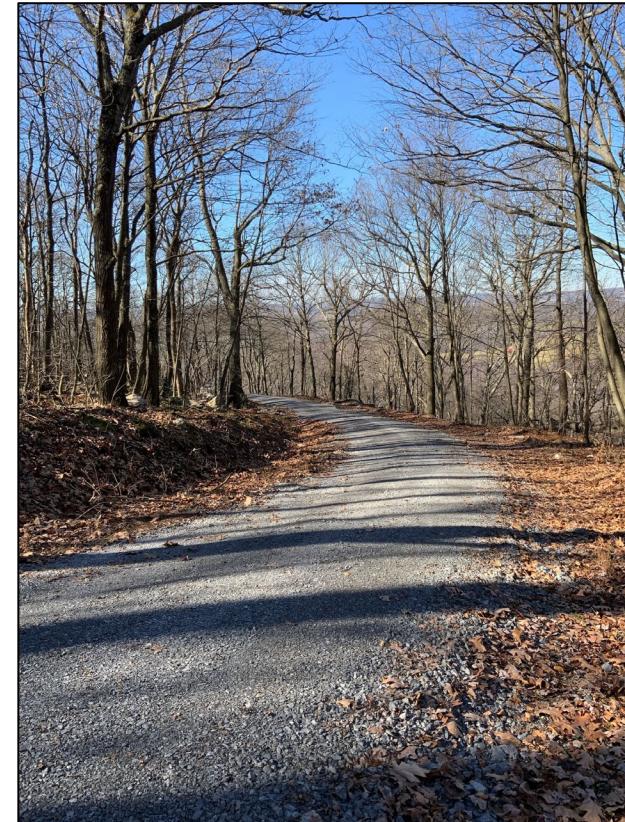


Indianhead Boardwalk -
Town of Indianhead

Previous Project Examples:



Baltimore Street Access -
City of Cumberland



Burkholder ORV Trail
Resurfacing - DNR Forest
Service

Who Can Apply:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource and public land agencies
- School districts and local education agencies
- Tribal governments
- Any other local and governmental entity with oversight of transportation or recreational trails (other than a metropolitan planning organizations or a state agency)
- 501(c)(3) nonprofit organizations



Grants Program Online Application Process

- Single application can be used for both TA and RTP project types.
- Application is designed to help determine the best funding source for the project.

<https://onestop.md.gov/>

Welcome to

Maryland State

Log in

Email
dthomas6.consultant@MDOT.maryland.gov

Password
.....

Log in

Don't have an account? [Sign up](#)
Forgot your password?
Didn't receive confirmation instructions?

Transportation Alternative and Recreational Use FY25 Grant Application

Administered by State Highway Administration, these competitively selected federal grant funds are for transportation alternative and recreational use projects. All project requests are for 80% reimbursable funds and include a 20% match. These projects should be transportation-related community projects that strengthen the intermodal transportation system and/or support recreational trails and amenities within the state of Maryland.

...
[Show more](#)



Open from Apr 01, 2023 at 12:00 am EDT to May 15, 2024 at 05:00 pm EDT

Submission Window



2 - 4 hour
Completion Time

Apply or Register

Ready to apply?



Online Application

Complete the form

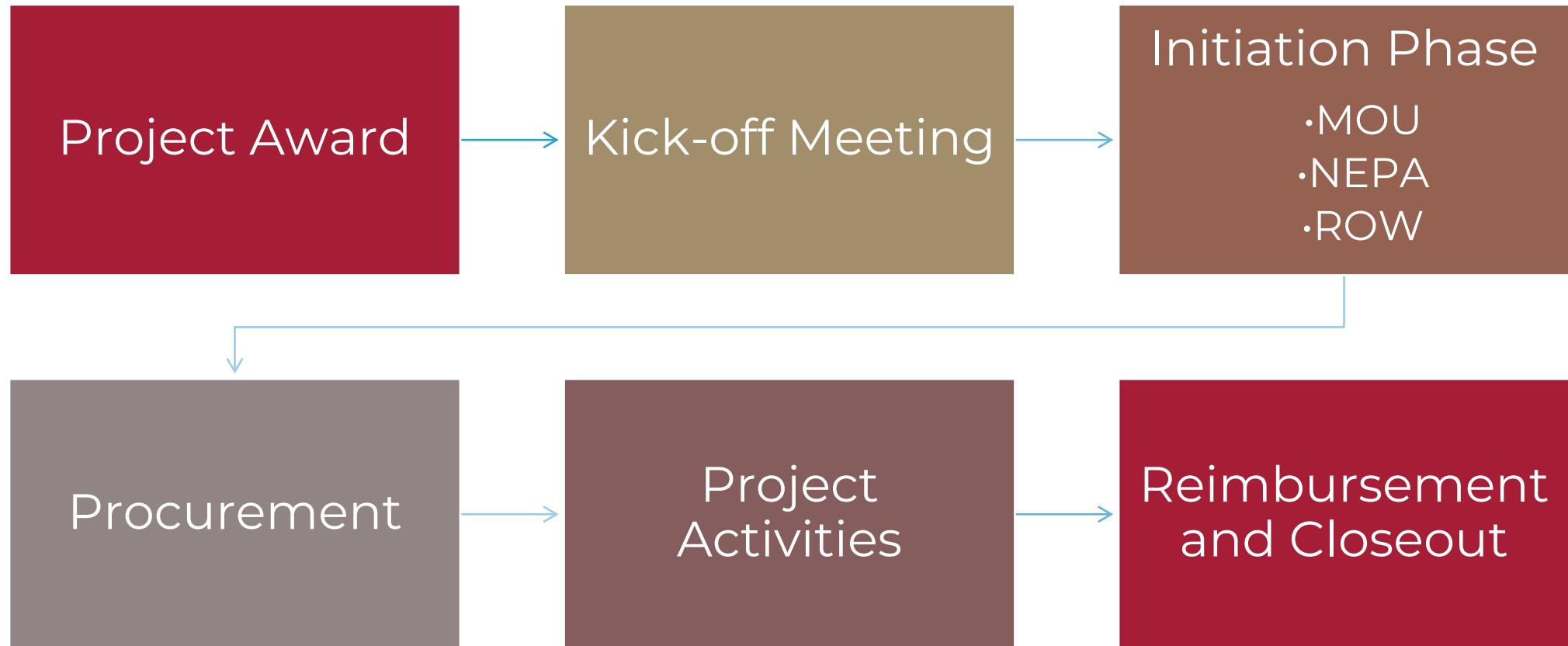
[Apply Online](#)

Grants Program Online Application Process

- Application window will be announced shortly, please check the SHA website for the formal announcement.
- Each application must include:
 - Detailed project scope
 - Detailed budget
 - Project map with limit of disturbances
 - Right-of-way impacts
 - Project schedule



Grants Program Project Process



Additional Transportation Alternatives and Recreational Trail Resources

1 Transportation Alternatives Website

<https://roads.maryland.gov/mdotsha/pages/index.aspx?PageId=144>

2 Recreational Trails Website

<https://roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=98>

3 Guidance for Local Public Agencies and Sub-Recipients of Federal Funds

<https://roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=855>

4 Federal Grants Resources

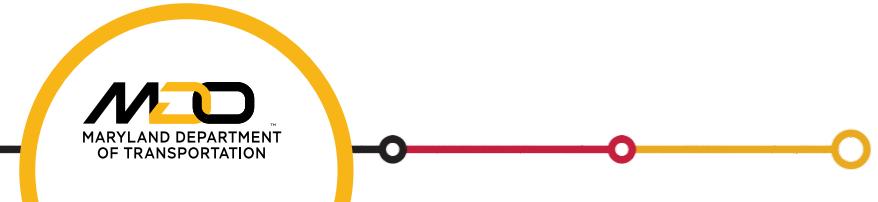
<https://transportation.gov/dot-navigator>

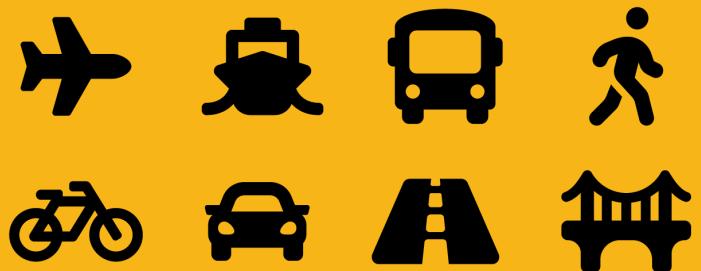
SHA Grant Program Takeaways

- Application window will be formally announced shortly.
- **Plan** ahead, know your project **narrative**, **market** the story, build **support** and ensure you have all the **project documents prepared** for the grant application.



Thank You!





MVA'S
MARYLAND HIGHWAY
SAFETY OFFICE
Funding Opportunities

MDOT Grants Roadshow



Maryland Highway Safety Office

- Impaired driving
- Seat belt use
- Pedestrian and bicyclist safety
- Motorcyclist safety
- Speed/Aggressive driving
- Distracted driving

ZERO DEATHS
MARYLAND
— Highway Safety Office —

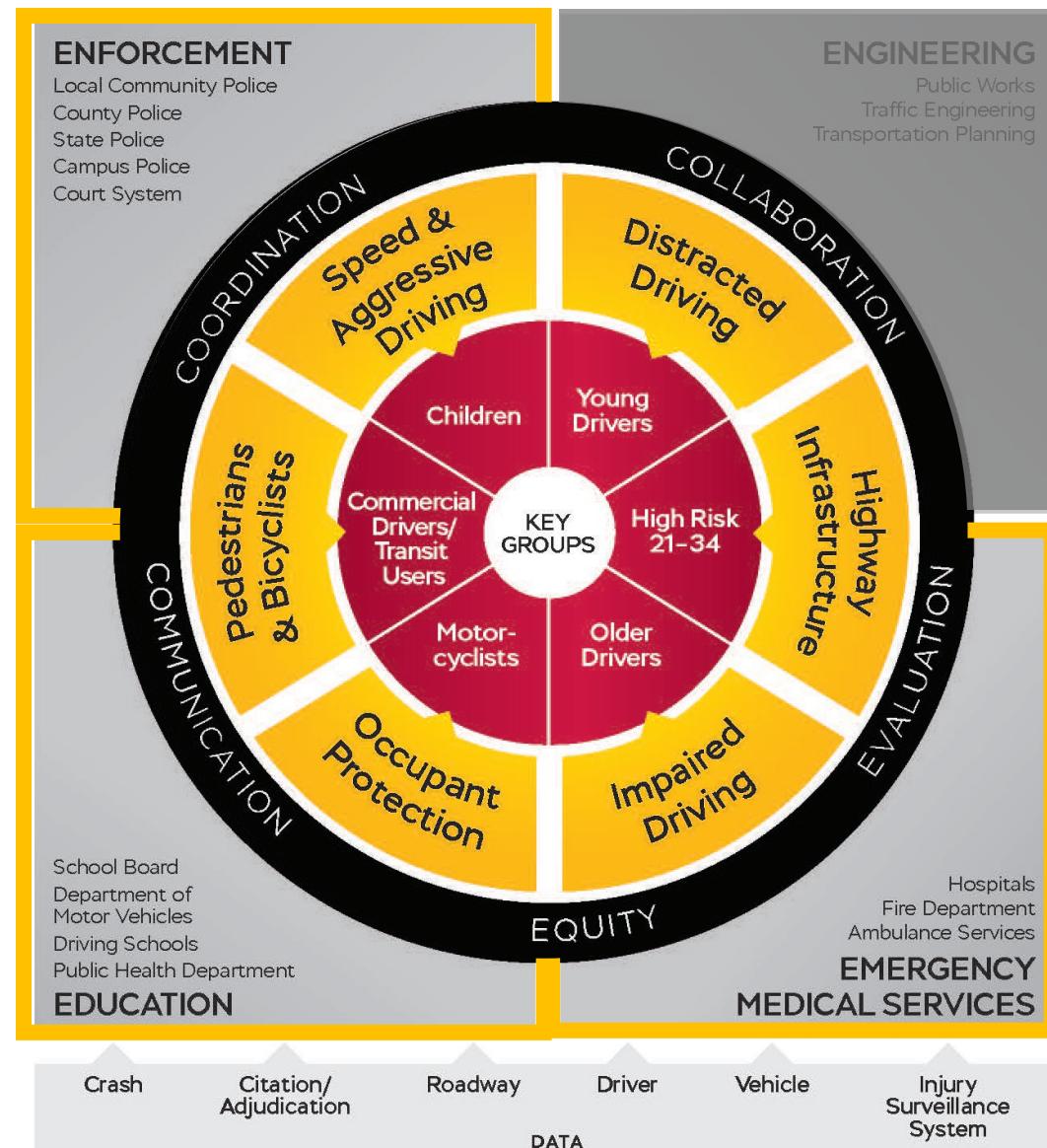


Follow the Funding



Maryland
Highway
Safety
Office





The Strategic Highway Safety Plan

- Maryland has set a goal of zero motor-vehicle-related fatalities and injuries by 2030.
- Support the Maryland's Strategic Highway Safety Plan (SHSP)
- Objective: reduce traffic fatalities and serious injuries.
- Five-year plan toward the goal of zero.



Grant Eligibility



Non-Profits



Law Enforcement



Local & State
Government



Schools & Institutes
of Higher Education

MHSO Grants

- Highly Competitive Traffic Safety Grants
- Data-Driven
- Focuses on Behavioral Changes
- Ability to evaluate
- Reimbursable
- No match requirements



“Would My Idea Be Considered?”

- Proven Countermeasures: [Countermeasures That Work | NHTSA](#)
- Projects related to the SHSP Ped-Bike Emphasis Area
- Action items from the [Pedestrian/Bicycle Assessment](#)
- New or innovative ideas: Pilot projects



Application Questions

- What is the highway safety problem you intend to address?
 - Pedestrian, bicycle, speed, distraction, etc.
- Who is your target population? Is this a local or statewide effort?
- What proposed solution will you implement to resolve the highway safety problem?
- How will you evaluate the program?



Application Requirements

- Problem Statement
- Proposed Solution
- Action Steps
- Goals
- Timeline
- Funding requested:
 - Salary and Benefits; Contractual Services; Other Direct Costs, etc.

Learn More: ZeroDeathsMD.gov/grants



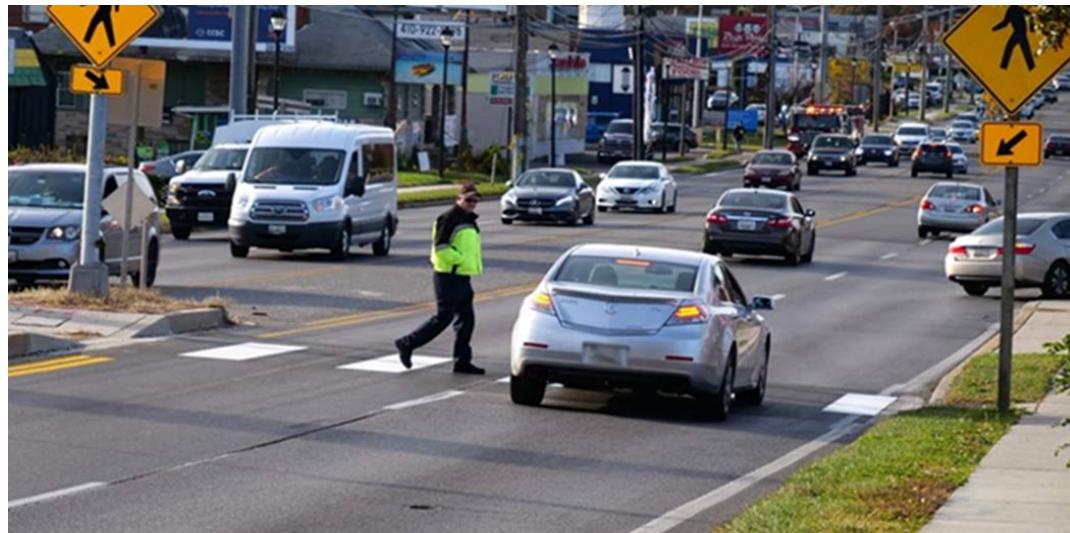
Potential Projects

- Helmets, bike lights, other safety equipment
- Educational Materials
- Safety Campaigns



Law Enforcement Grants

- Funding overtime enforcement activities
- Training on enforcement – best management practices



Key Requirements & Dates

- All users will need a GPS account to submit an application.
- FY2027 Deadline: February 28th
- FY27 Funding
 - October 1 – September 30 (NHTSA – federal funded)
 - July 1 – June 30 (State-funded)
- Applications may be submitted later in the year for mid-year funded grants.





Safety Grants

Law Enforcement Grants

[How To Apply](#)

Awardees

**EVERY CRASH IS
PREVENTABLE.
EVERY LIFE
COUNTS.**

Maryland is dedicated to saving lives and preventing injuries from motor vehicle crashes.

[About Us →](#)

MARYLAND REMEMBERS MEMORIAL

Every life that is lost on Maryland roadways is a life taken too soon. Honor your loved one with a virtual memorial.



https://gps.mva.maryland.gov/Web/Default

Maryland.gov Phone Directory State Agencies Online Services

MARYLAND
.gov

Grants & Projects for Safety

E-Grants Management System

Welcome to the Grants & Projects for Safety (GPS) E-Grants Management System

The Maryland Department of Transportation's Highway Safety Office (MHSO) grant application process for FFY 2024 (October 1, 2023 - September 30, 2024) opens on January 9, 2023. Organizations eligible for grant awards include state and local governments, law enforcement agencies, non-profit organizations, institutions of higher education and hospitals. The purpose of the highway safety grant program is to fund activities aimed at reducing the number of motor vehicle crashes, and related deaths and injuries on Maryland roadways.

The MHSO has grants for both Law Enforcement and General Highway Safety activities for eligible agencies. The MHSO grants further the goals laid out in [Maryland Strategic Highway Safety Plan \(SHSP\)](#). [Click here](#) to review the SHSP.

Below is a list of Program Areas available (hover over the box to see a detailed description of a program). Both Law Enforcement and General grants have a proposal deadline of **February 28, 2023**.

If you are new to the system and would like to apply, [click here](#). A MHSO representative will review your registration within 2 business days. If approved, you will receive a confirmation email. For any questions please call **(410) 787-4050**.

Speed Enforcement **Distracted Driving** **Impaired Driving** **Occupant Protection** **Pedestrian/Bicycle** **Special Projects**

Organizational Statement

Login

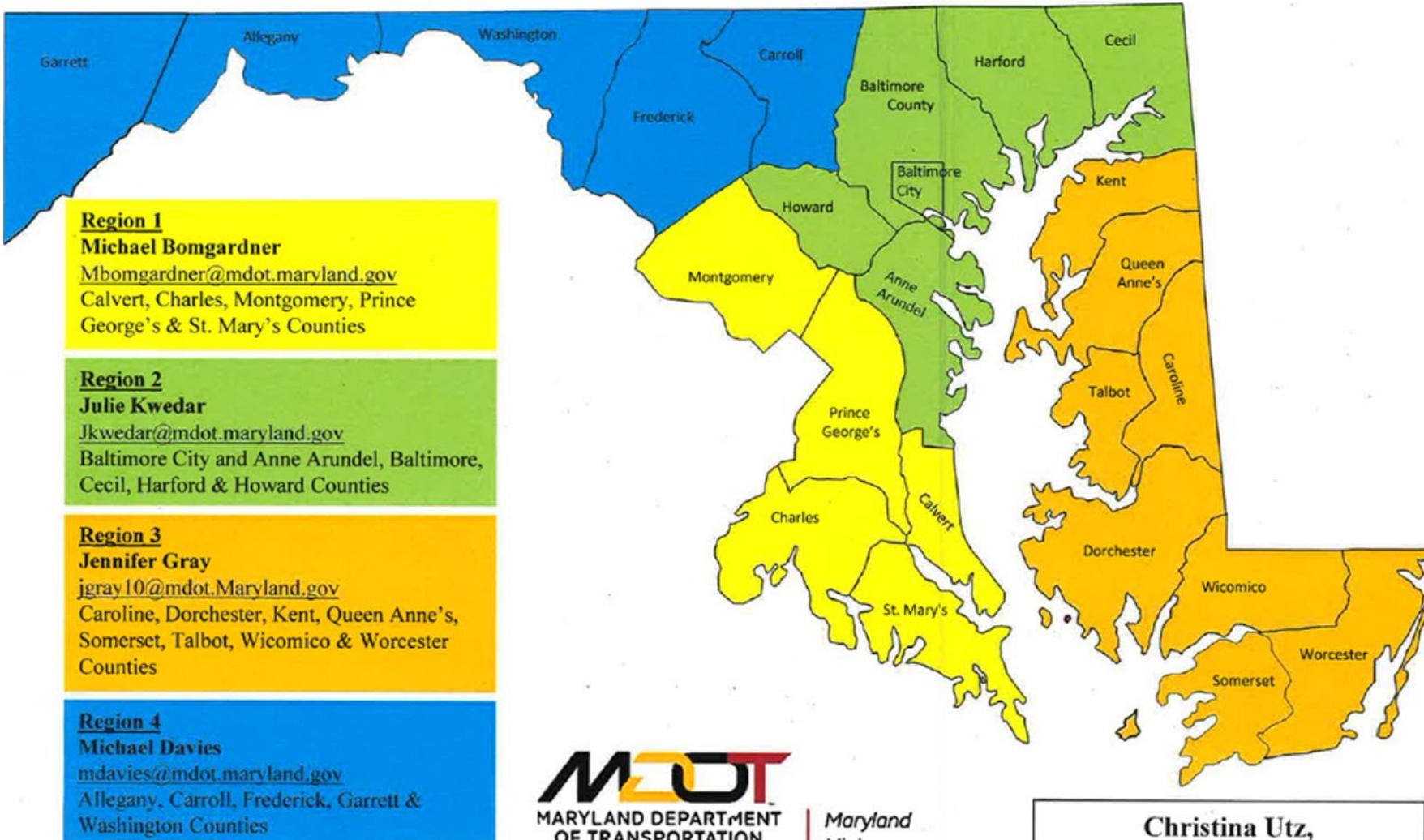
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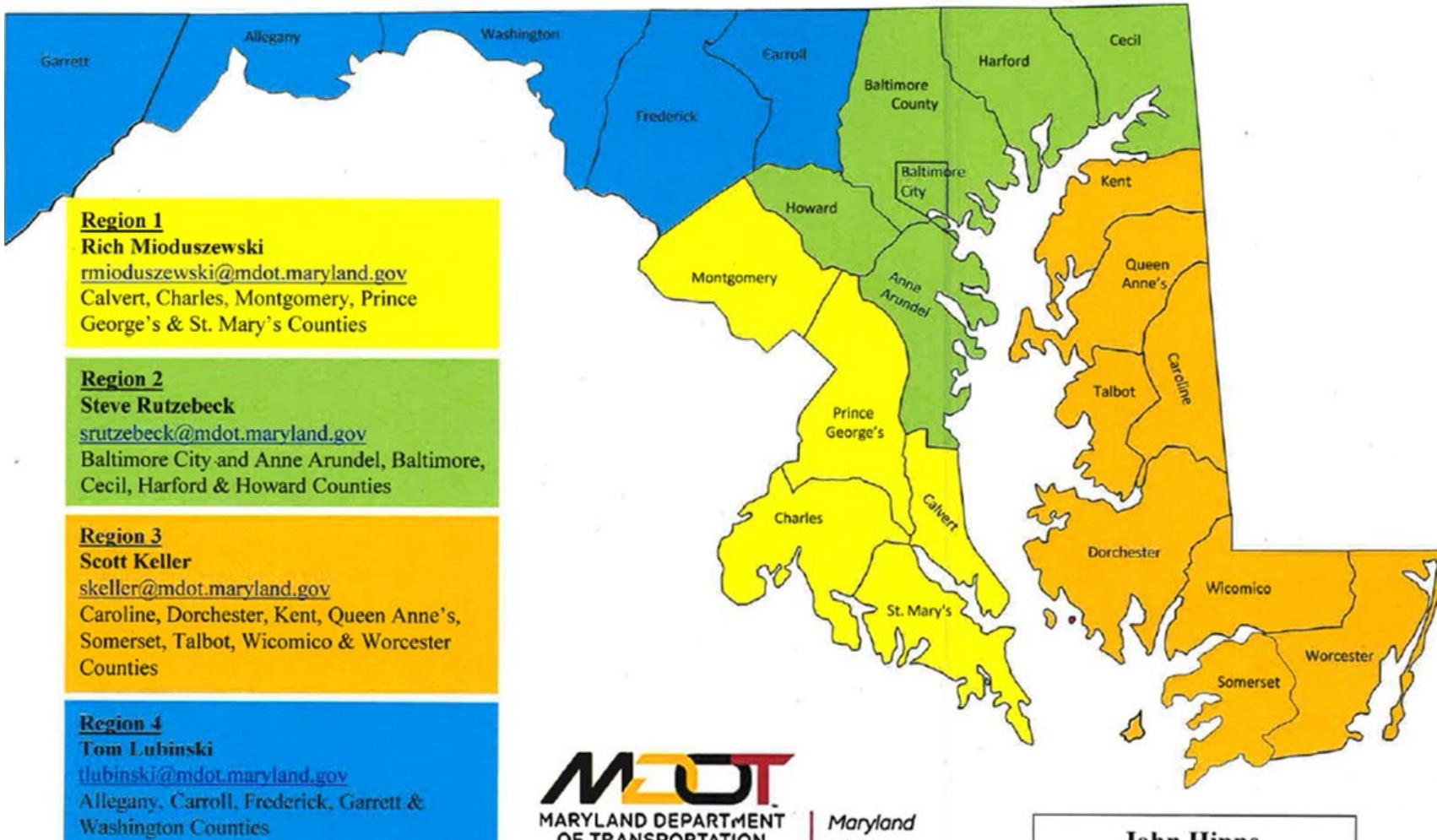
New User? [Forgot Password?](#)



Community Engagement Team



Regional Law Enforcement Liaison (LEL) Program



MOTOR VEHICLE
ADMINISTRATION

Maryland
Highway
Safety
Office

John Hipps,
Section Chief
Law Enforcement Section

Questions?

Pedestrian/Bicycle/Speed/Aggressive
Programs Manager

Cynthia Spriggs

cspriggs@mdot.Maryland.gov

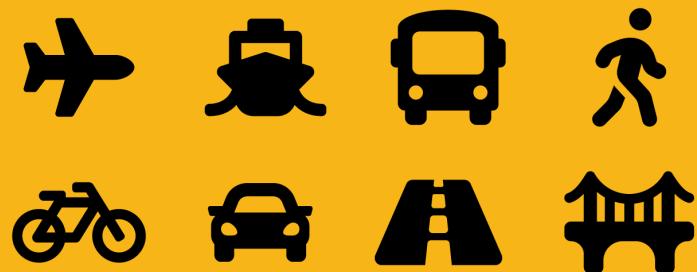
MHSO@mdot.Maryland.gov





MDOT Bikeways Network Program

Program Overview, Program Updates and
Application Guidance



Bikeways Network Program Overview

The Kim Lamphier Bikeways Network Program's (Bikeways) mission is to support the **planning, design & construction of bicycle transportation projects**.

The program was established in 2011 (FY12) through the Maryland Transportation Trust Fund and has awarded more than **\$42 million to 256 projects**.

As a state-only funding source, the program can implement projects quicker with federal regulations.

The program was renamed after bicycle advocate **Kim Lamphier** in 2020.



Bikeways Network Program

Recent Updates

Bikeways can now fund quick build **Complete Streets treatments** benefiting all users where bicycle facilities are present, as well as **state of good repair maintenance** activities.



Bikeways Network Program FY2026 Updates

Program criteria was updated to reflect current state priorities, elevating **safety for all Marylanders.**

To be eligible for funding, a **project must meet at least two of the updated eligibility criteria.***

Eligibility criteria now include projects in areas highlighted by the **Vulnerable Roadway User assessment** and **disadvantaged communities.***

State of good repair and **Complete Streets intersection projects** (including quick builds) are now eligible activities for minor retrofit grants.

**Guidance for all new criteria and project types are available on the Bikeways website.*



Bikeways Network Program Funding

Bikeways Network Program provides an **80% reimbursable grant with 20% match**.

Bikeways awards can be used as a **match to federal programs**, but applicants must provide a **20% local match** for the Bikeways funds awarded.

Bikeways awards can fund various project phases in subsequent years through **design, minor retrofit, and construction categories**.

The maximum funding for projects is \$500,000.



Bikeways Network Program Eligibility

Eligible Applicants

- Maryland local governments
- Maryland State Agencies
- Metropolitan Planning Organizations (MPOs)
- Transit entities operating in Maryland
- Non-profit organizations
- Federal public lands agencies

Eligibility Criteria

- Access to transit
- County priority
- Sustainable Community or designated Bicycle and Pedestrian Priority Area
- Main Streets or Major Institution
- Provides access for low-income populations
- Safety intervention



Bikeways Network Program Categories

Design

- Funds all design phases from feasibility studies to 65% design.
- Maximum award is \$400,000.
- Projects must be completed in two years.

Minor Retrofit

- Funds infrastructure projects such as bike lanes, bike parking, bike counters, and storm grate upgrades.
- New project types in 2026 include State of Good Repair and Complete Streets retrofits.
- Maximum award is \$200,000.
- Projects must be completed in two years.

Construction

- Funds on- and off-street facilities and bridge projects.
- Maximum award is \$500,000.
- Projects must be completed in three years.

Ineligible activities include jurisdiction-wide bicycle master plans, mountain bike projects, park loop trails, sidewalks, or other pedestrian-related improvements (unless as a part of a Complete Streets minor retrofit).



Bikeways Network Program FY27 Grant Cycle

- The Maryland Department of Transportation will **award approximately \$1-2 million** for the planning, design and construction of bicycle transportation projects for the FY27 grant cycle.
- Bikeways applications will be accepted for six weeks TBA between **April and May 2026**, with awards announced in fall 2026.
- **Considering an application?** Please send project ideas to [mdbikeways@mdot.maryland.gov](mailto: mdbikeways@mdot.maryland.gov) before the application window opens.



Bikeways Application Tips

Bikeways applications are submitted online via the Bikeways website.

It is **highly recommended** that applications include letters of support from elected officials, community groups, and residents of the project areas.

If the proposed project is named in the County priority letter or is included in an adopted plan, that letter or plan should be included with the application.

Bikeways awards may serve as the 20% non-federal match required for funding via the Transportation Alternatives Program (TAP).



Bikeways Application Resources

Design & Implementation Guide: This guide can help plan the lifecycle of a project from feasibility to construction.

Eligible Areas Project Map: Online map that illustrates communities eligible for funding and past projects that have received Bikeways funding.

Bikeways Project Cost Estimator: Provides guidance to Maryland jurisdictions on project design and construction costs associated with bicycle infrastructure.



Bikeways Network Program Website

Visit the program's website for more information, including:

- ■ ■ → Project eligibility requirements and design standards.
- ■ ■ → Project cost estimator.
- ■ ■ → Application portal.
- ■ ■ → Interactive map of Bikeways projects.

[**http://www.mdot.Maryland.gov/bikeways**](http://www.mdot.Maryland.gov/bikeways)



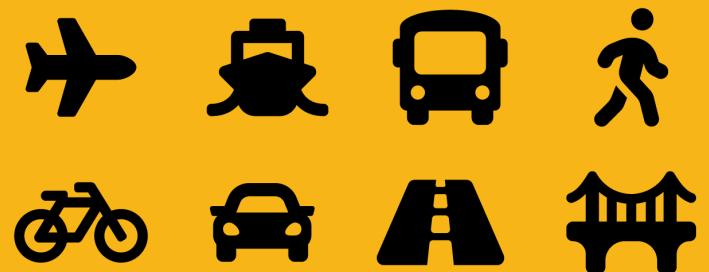
Thank You!

The Kim Lamphier Bikeways Network Program
Maryland Department of Transportation
Office of Environment & Sustainable Transportation,
Office of Active Transportation & Micromobility

MDBikeways@mdot.maryland.gov

mdot.maryland.gov/bikeways





MDOT Urban Tree Program

MDOT - The Secretary's Office
Environment and Sustainable Transportation Program
Office of Environment



Urban Tree Program: Overview

- The MDOT Urban Tree Grant program provides funding to communities that have lost trees as a result of transportation facility projects.
- MDOT partnered with the Maryland Department of Natural Resources and the Maryland Urban and Community Forestry Committee to help deliver these grants. Up to \$5,000 is available for tree planting projects with more funding available for Pocket Forest projects.
- Trees planted under the program are eligible to count towards the Maryland Five Million Trees Initiative.



Urban Tree Program: Eligibilities



Eligible Organizations: non-profit organizations, schools, community/neighborhood associations; community business associations; homeowners associations; business service, youth and civic groups; institutions of higher education; counties; municipalities; and forest conservancy district boards.



Projects must be in areas where trees were removed for construction of transportation facility projects (past or current).



Projects must be in an Urban Area designated by the US Census Bureau



Additionally, priority is given to projects that support communities affected by Environmental Justice, Heat Island Effect, or projects that increase Urban Tree Canopy.

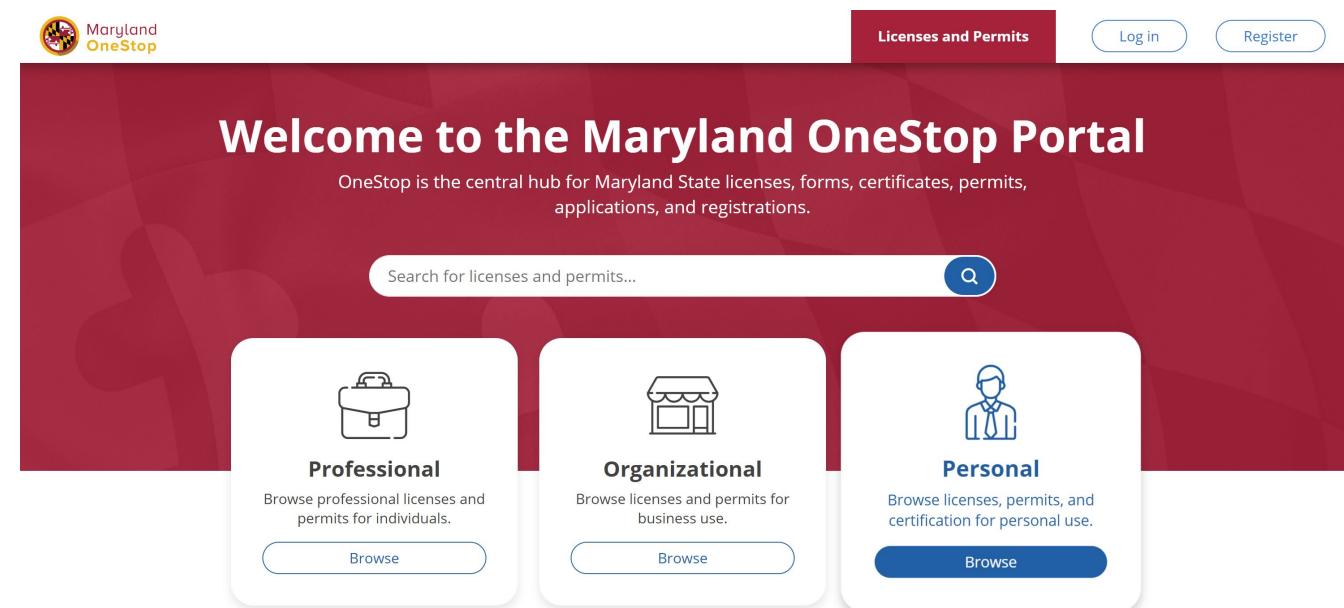
Urban Tree Program: Timelines

- **New this year**, the MDOT UTP will be accepting applications on a rolling basis with two application review periods.
 - Spring Planting Consideration
 - Applications need to be submitted by **January 15 at 11:59 pm**
 - Fall Planting Consideration
 - Applications need to be submitted by **July 15 at 11:59 pm**



Urban Tree Program: How to Apply

- Application is available on the [MDOT OneStop Portal](#).
- Key pieces in the application:
 - Map of Planting Location
 - Project scope
 - Number of Trees
 - Tree Species
 - Project Impact
 - Transportation Facility
 - Supporting Partners
 - Budget
 - Tree Maintenance Plan



Urban Tree Program: Resources

- Urban Tree Program Website
 - Application Questions
 - How-to-Apply Guide
 - FAQ
 - Sample Application
- DNR provides technical assistance to applicants and projects – Daniel.coy@maryland.gov
- Applicant Support – nkurtz@mdot.Maryland.gov



Urban Tree Program: Past Projects



Replacing Invasive Bradford Pear Trees with Native Sourwood at UMES



Episcopal Church of Cumberland Planting



Reforestation of Charles County Public Schools



Thank you!

Nick Kurtz

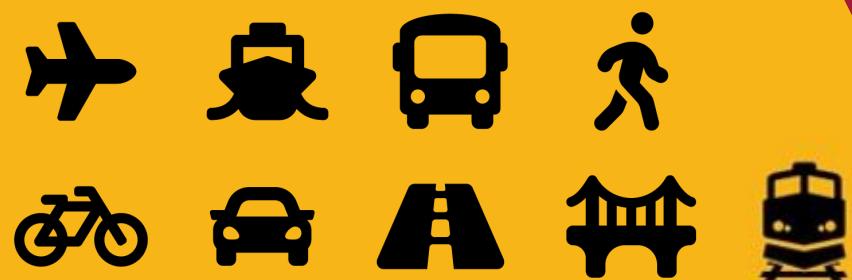
MDOT Tree Program Coordinator

nkurtz@mdot.maryland.gov

Allison Gost

Program Manager, Urban Tree Program

abreitenother@mdot.maryland.gov



MDOT Freight Rail Grant Program Overview

Grants Roadshow 2026



MDOT Freight Rail Grant Program

- It is a state-funded, competitive, reimbursable grant program administered by the Office of Rail and Intermodal Freight (ORIF).
- The program offers assistance to local jurisdictions, railroads, businesses, and key agencies to help preserve railroad corridors, support economic development, and foster sustainability and innovative technologies.
- It is being developed to address key needs and gaps in existing state and federal funding programs.
- The program is designed to make targeted investments that would allow MDOT to better leverage existing infrastructure, assets, and funding programs to support departmental goals.



Eligible Project Types

Design

- For completion of design plans and feasibility assessments of proposed or potential rail corridor improvements.
- To assess issues such as economic benefits, environmental impacts, right-of-way issues, local support, and cost estimates.
- Project must be completed within two years of grant award.

Construction

- For construction or installation of rail corridor improvements. May include sidings/sidetracks, eligible grade crossings, bridges/structures, drainage improvements, and other major projects.
- Design may be funded as a component of a construction award.
- Project must be completed within three years of grant award.
- Not for routine maintenance projects.



Eligible Project Locations

To be eligible for funding through the Freight Rail Grant Program, a project must meet at the following criteria:

- Located within or adjacent to a rail corridor or network.
- Applicants must have demonstrated control of project area.
- Additional consideration may be given to projects located in economically disadvantaged communities or communities most affected by climate change, pollution, and environmental hazards.



Project Focus Areas

Projects should align with the goals and objectives in the Maryland Transportation Plan, Maryland State Freight Plan, and the Maryland State Rail Plan. Project will ideally align with one or more of the following focus areas.

- **Expansion of Rail Service or Rail Served Businesses**

- For the identification, development, and improvement of industrial or commercial sites with the intent to support current or future rail access and service.
- For the restoration or expansion of rail; service to existing commercial or industrial sites.

- **Safety and Security**

- For the implementation of strategies or measures which improve the overall safety of railroad corridors and rail-served properties.



Project Focus Areas

- **System Preservation and Modernization**
 - For the implementation or study of innovative technologies that support the goals of the program.
 - For the development of capital improvements that contribute to the ongoing operations of rail corridor or railroad operator.
- **Environmental Protection and Sensitivity**
 - For improvements that contribute to carbon reduction policies and programs and encouraging mode shift.
- **Fiscal Responsibility**
 - For the preservation and rehabilitation of inactive railroad infrastructure assets.



Application and Project Timeline

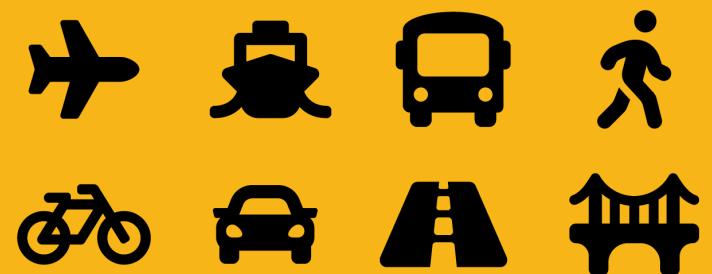
- Projects are solicited on an annual basis as described below:
 - **December – April: Project Readiness Checklist from potential applicants**
 - **January – March: Workshops and outreach to potential applicants**
 - **April – June: Application period open**
 - **May – August: Review and evaluation period**
 - **September - October: Announcement of grant awards**
- Grantees are expected to complete the project within two to three years of award notice.



Questions/Technical Assistance

- Please contact:
Brett Ripkin, ORIF Program Support
FreightRail@Mdot.maryland.gov

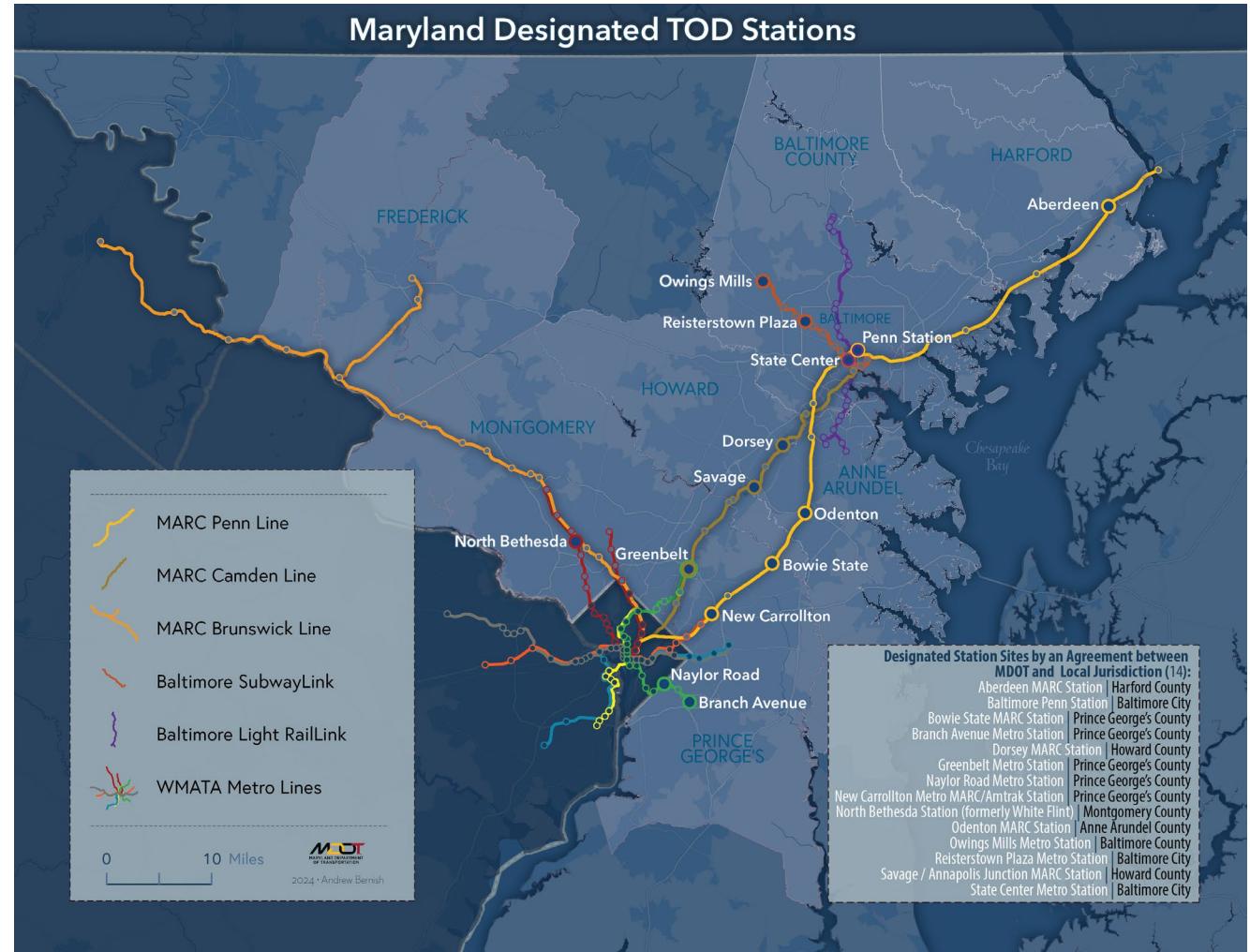




Transit-Oriented Development and Revolving Loan Fund

TOD Capital Grant and Revolving Loan Fund

- Launched in 2025 to support **local jurisdictions and their development partners** in Transit-Oriented Development (TOD) at **State-designated TOD sites**
- **\$5M annually in State funds**



Who can apply?

Eligible for grants,
revolving loan fund

Local
Jurisdiction

Eligible for revolving
loan fund

Developer

Local
Jurisdiction as
a co-applicant

The lead applicant should be the **funding recipient**.

Eligible Projects

Local Jurisdictions	Developers
<ul style="list-style-type: none">• Up to \$250,000 in grant funds for design planning for an eligible TOD (10% local match) OR• Up to \$1M in total funding for the construction of public infrastructure improvements at an eligible TOD<ul style="list-style-type: none">• Up to \$750,000 in grant funds (10% local match) and an additional \$250,000 in loans; OR• For revenue-generating projects, up to \$1M in loan	<ul style="list-style-type: none">• Up to \$1M in loans for gap funding for development projects that advance the local jurisdiction's goals for an eligible TOD



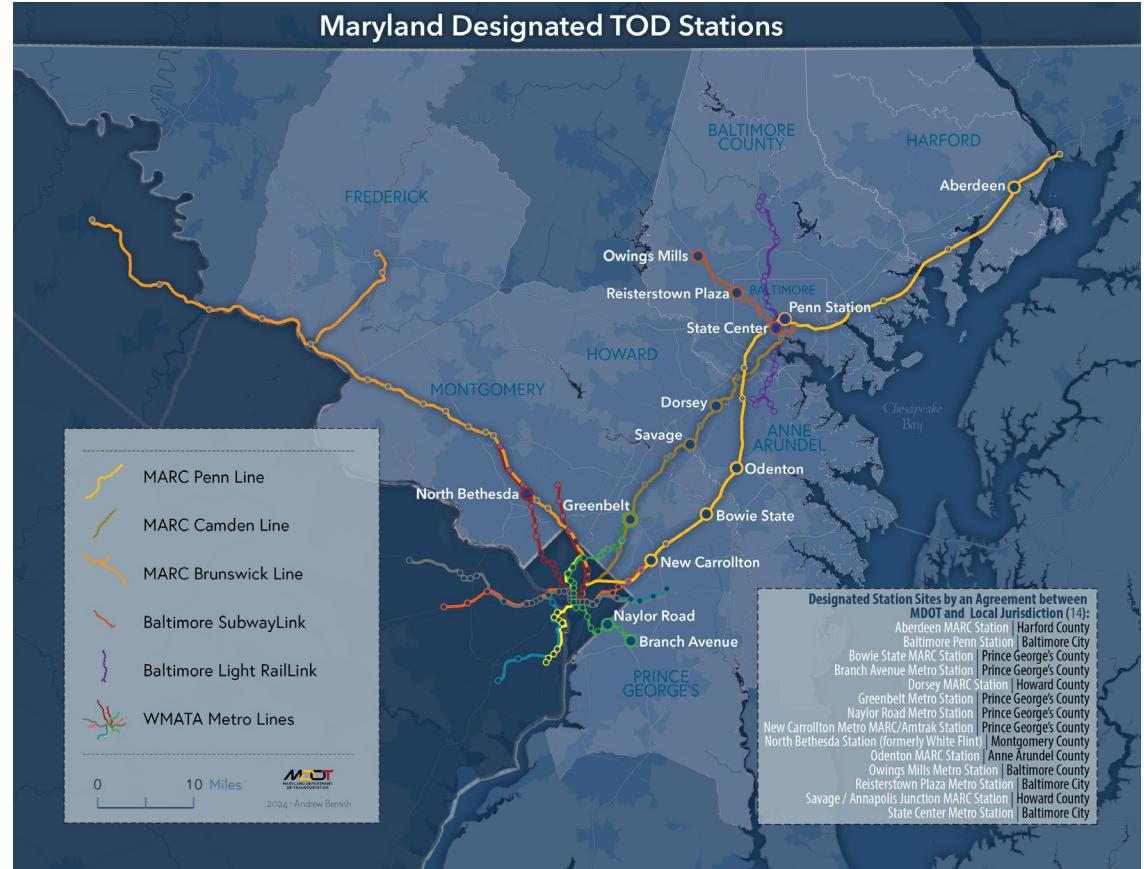
Eligible Projects

- Must **directly serve** a State-designated TOD-area
- TOD Fund will fund up to **one project per TOD area**; jurisdictions may submit multiple applications for different TOD areas
- Applicants can discuss proposal ideas for eligibility with program staff prior to application



TOD Designation Program

- New application launched in 2024
- New applicants must complete a TOD Designation Plan
- Existing applicants retain their designation, but must indicate how funding advances a strong TOD planning vision



Program Timeline

- Held 2 rounds of funding in pilot year (Spring, Fall)
- Still determining program details for 2026
- MDOT is open to program feedback from prospective applicants!

Subscribe to receive future program updates at mdot.maryland.gov/TOD

Questions?

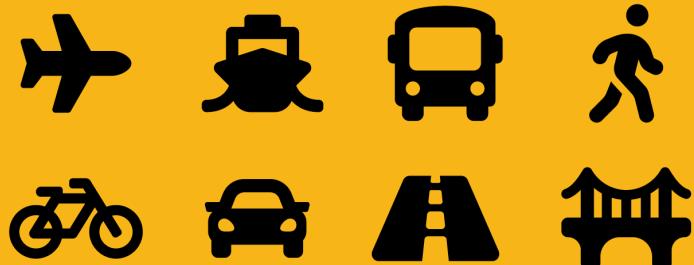
TODprogram@mdot.maryland.gov





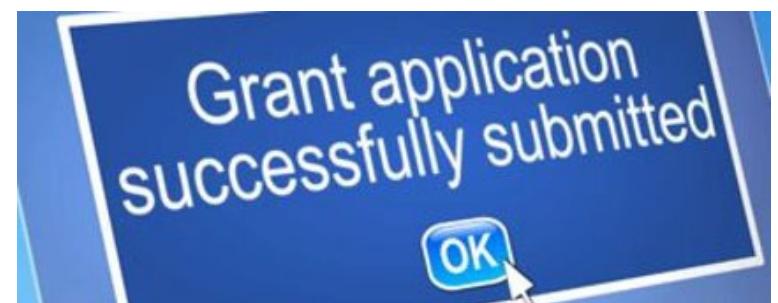
Technical Resources

Items that can lead to a more
successful grant project!



Tips for a Competitive Grant Application

- Maintain open lines of communication and engagement with State program managers and counterparts to foster trust and buy-in on projects. **Utilize technical assistance and office hours** for the program you're applying to, for example some programs suggest submitting a letter of intent from which you can get an early review of your project idea.
- Write a **compelling story** articulating the expected outcomes and positive impacts the project would have on the community.
- **Ensure compliance** with specific grant program eligibility and requirements. Compliance with local, state, and federal regulations throughout the application process and after award are critically important to project award and implementation.
- Demonstrate the capacity to **effectively manage** awarded funds may bolster an applicant's appearance as a strong candidate for federal investment.



Application Considerations

If required for your grant, some processes take longer than others, including:

- **Benefit-Cost Analysis:** Quantify factors that could affect a project's impact in the benefit-cost analysis to provide a clear and full picture of the project to the application reviewers.
- **Environmental Reviews and Approvals:** Proactively identify and plan for the appropriate federal, state, and local permits, approvals, and environmental reviews to show preparedness and readiness to implement the proposed project.
- **Accessibility:** Consider compliance with the Civil Rights Act and the Rehabilitation Act regarding antidiscrimination and accessibility requirements to minimize delays in project completion.



Application Considerations

As part of your narrative, include why you picked the project and what outcomes are expected:

- **Explain Project Selection:** Cite considerations your agency took for selecting a project, any plans which contain the project, and tools used to prioritize the project such as, Environmental Justice Screen for selected equity areas or One Maryland One Centerline (OMOC) to find infrastructure gaps.
- **Write a Complete Streets Objective Statement:** Using the MDOT framework for an objective statement on a project description for any grant can help describe the intended benefits for all roadway users. MDOT's updated Complete Streets policy requires an objective statement for projects in MDOT right-of-way, and objective statements are an optional application question for some grants. Objective statements should include the existing conditions and any changes the project would have on:
 - Bicycle Level of Traffic Stress target
 - Volumes and crashes for all users
 - Applicable pedestrian accessibility measure
 - Inclusion of the project in any adopted plans



Participate! One Maryland One Centerline (OMOC)

OMOC is a **collaborative effort** between **federal, state, and local entities** to create an authoritative, seamless, **statewide roadway dataset** that meets the needs of all stakeholders. It is a powerful tool for project prioritization and evaluation, it can be used for grant applications. The tool houses your geo-spatial data and is always accessible through SHA.

Benefits of OMOC:

- **Authoritative Data:** Leverages trusted centerline data from state and local partners.
- **Collaborative Maintenance:** Data is maintained collaboratively based on authoritative designations.
- **Timely Updates:** Data maintenance occurs frequently (daily/weekly/monthly) rather than annually.
- **Optimized Data:** Incorporates the best components from state and local datasets.
- **Local LRS Support:** Provides a Linear Referencing System (LRS) for local governments to effectively manage centerline data event types.
- **Asset Information Sharing:** Facilitates sharing of roadway asset information between state and local jurisdictions, as well as neighboring localities.
- **Centralized Data Access:** Offers a single source for authoritative data-driven decision-making.
- **Automated Notifications:** Receive alerts about potential data event changes triggered by centerline modifications.



Participate! One Maryland One Centerline (OMOC)

Data Events (150+ Event Types):

Examples of Pedestrian and Bicycle Events

- AADT
- ADA
- Bicycle Eligible
- Bicycle Facility Type
- Bicycle Level of Traffic Stress (LTS)
- Bicycle Pocket Lanes
- Bicycle Routes
- Bicycle Side Path
- Bicycle Traffic Flow
- Bicycle Vertical Separation

- Crash
- Crosswalks
- Curb
- Dangerous Curves
- Functional Class
- Intersections
- Lane Width
- Line Striping
- Maintenance Authority
- MTA Bus Stops
- MTA Bus Routes
- Park n Rides

- Pavement Type
- Prohibited Routes
- Railroad Crossings
- Scenic Byways
- Structures
- MDOT SHA Roadway Projects
- Shared Use Paths
- Shoulder Present
- Sidewalks
- Signals
- Speed Limits
- Traffic Barriers

Upon request SHA can pull data and discuss what is helpful for your project application – the data is yours! SHA is currently compiling statewide sidewalk data- add yours today!

MDOT LTS Scale

LTS	Target Audience	Bicycle Facility Types
0	All ages and abilities	Shared-use paths, rail trails
1	Almost everyone	Protected bikeways, sidepaths
2	Interested but concerned	Bike lanes, bike boulevards
3	Enthused and confident	Bike lanes, shared lanes, shoulders
4	Strong and fearless	No bike facility or bike lane on a major roadway
5	Bicycle Access Prohibited	Bicycle access is prohibited by managing roadway agency

Designations that provide an edge

Sustainable Communities

- The Sustainable Communities Program is designated by the Maryland Department of Housing and Community Development
- Provides resources that support holistic strategies for community development, revitalization and sustainability.
- Provides local governments with a framework for promoting environmentally, economically and socially responsible growth and development
- For more information visit:
<https://dhcd.maryland.gov/Communities/pages/dn/default.aspx>

Bicycle & Pedestrian Priority Areas (BPPA)

- Championed by MDOT SHA, BPPAs enhance multimodal transportation, work to improve safety for all users, and encourages economic prosperity and community vitality.
- A BPPA designation enables SHA to work with local agencies to develop a plan for context-driven bicycle and pedestrian improvements.
- For more information visit: <https://roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=693>



Generate public support for projects

Discuss projects with Advocacy Groups

- Local groups may advocate for and have mailing lists of citizens who are supportive of sustainability, walkability, and bikeability

Present to advisory committee meetings

- Many counties and the state have advisory committees with citizen representatives

Include projects in local plans

- Local plans determine what gets funded by the MDOT CTP, determine local repaving and redesign efforts, and are used for grant applications

Attend the annual CTP tours

- Encourage your elected officials to include local projects on the annual Transportation Priority Letter (submitted in May) and attend the annual CTP tour meetings in the Fall

Secure Support Letters!

- Grant applications are more competitive with diverse letters of support from local, state, and federal officials, community organizations, and the public



Join us on the Road!

In March, MDOT will conduct the Grants Roadshow in four regions throughout the state and offer one-on-one technical sessions. More details coming soon — Mark your calendars!

- **Cambridge, MD** - *Tuesday, March 3rd*
- **Waldorf, MD** - *Tuesday, March 10th*
- **Bel Air, MD** - *Tuesday, March 17th*
- **Williamsport, MD** - *Thursday, March 26th*



Questions?

Questions during the Q&A should be general, program or funding specific, or compliance related. Specific project questions can be asked during the one-on-ones, or via email to the grant PMs after today.

In-Person: Please raise your hand if you have a question.

Virtual: Please put your questions in the chat or use the raise hand feature in Teams and we will call on you.



Grants Roadshow Survey



We'd
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Roadshow. P
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will take un