

MDOT BIKEWAYS NETWORK PROGRAM

PROGRAM OVERVIEW

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The Maryland Kim Lamphier Bikeways Network Program was established in 2012 and is a State-funded reimbursable grant program. Funding for the program is allocated on an annual basis by the Maryland Department of Transportation (MDOT). Projects are solicited on an annual basis. The timing of the annual solicitation is designed to ensure coordinated review with other relevant programs.

GRANT APPLICATION AND AWARDS TIMELINE

December-April	Letters of Intent accepted, MDOT Outreach to interested applicants
January- March	Annual Grants Workshops for locals to learn about grant opportunities
April-May	Online Applications Accepted
June-September	MDOT Application Screening (applicants may be contacted for clarifications)
September	Awards Announced
October- November	Kick off meetings, work plans, and scope of work revisions
November-Ongoing	Execute Grant Agreements and begin projects

WHO CAN APPLY

- Maryland local governments, alone or in partnership with other jurisdictions or private organizations
- Maryland State Agencies
- Metropolitan Planning Organizations (MPOs)
- Transit entities operating in Maryland
- Non-profit organizations
- Federal public lands agencies

Note that if the applicant agency is not the owner of the right-of-way for the project, they should have the explicit support of the Right of Way (ROW) owner with a letter of support for design or a signed MOU for construction projects to be eligible.

ELIGIBILITY CRITERIA

To be eligible for funding through the Bikeways program, a project must meet at least two (2) eligibility criteria:

- **Access to Transit:** Project is located within a three (3) mile trip of a rail transit station (or major bus transit hub) identified in the eligibility mapping tool;
- **County Priority:** Project is identified as a transportation priority in a County's most recent annual priority letter submitted to MDOT;
- **Sustainable Community or BPPA Designation:** Project enhances bicycle circulation within a Sustainable Community Area or facilitates access to a designated Maryland Sustainable Community Area or a designated Bicycle and Pedestrian Priority Area (BPPA);
- **Main Streets or Major Institution:** Project enhances bicycle circulation within a designated Maryland Main Street or a major institution (e.g., university, heritage attraction, or major employment center), or facilitates access to a designated Maryland Main Street or a major institution;
- **Provides Access for Low Income Populations:** Project enhances bicycle circulation for disadvantaged communities (disadvantaged communities are identified at the Census Tract level using the Climate Solutions Now Act's 2022 definitions of overburdened and underserved communities).
- **Safety Intervention:** Project provides a safety intervention for an area identified in the Pedestrian Safety Action Plan or Vulnerable Roadway User (VRU) assessment; or provides a level of traffic stress (LTS) reduction of 3 or more levels.

An interactive map can be accessed from the Bikeways web page to help applicants evaluate the eligibility criteria in relation to the proposed Bikeways project. Find the interactive map at: mdot.maryland.gov/bikeways

MATCHING FUND REQUIREMENTS

Grantees are required to provide a minimum **20% of the Bikeways Grant award** as a match. The matching fund contribution can be in the form of cash or an in-kind contribution.

Cash Match: This refers to funds provided by the applicant jurisdiction or third party to pay project costs.

In-Kind Match: This is a non-financial contribution to the project by the applicant jurisdiction. The value of the contribution is recorded as a component of the total project cost estimate. For example, this could be the value of staff time dedicated to implementing the project. (To document the value of staff time, the applicant itemizes the anticipated number of staff hours and the associated labor rate).

3rd Party Match: This may be another grant award, or a contribution of funds towards project costs from a party other than the applicant jurisdiction.

The matching fund contribution must be itemized in the Application, and evidence is encouraged, but not required. Evidence of matching fund expenditures must be submitted to the Bikeways Program at the time of a Claim (no later than when the Grantee submits a request for reimbursement of grant funds.) Matching funds may be expended between the Grant Award date and the Grant Expiration date.

When Bikeways funds are used as the local match to federal funding, a local match is still required for the Bikeways portion of the project. For example, a project being funded by the TAP program with a Bikeways match could result in a split of total project costs amounting to 80% from TAP, 16% from Bikeways, and 4% from the local match.

PROJECT TYPES

The Bikeways Program awards grant funding to three general project types.

Design	Minor Retrofit	Construction
<ul style="list-style-type: none"> For Engineering Design Plans and Feasibility Assessments of proposed bikeways up to 65%. <i>Please note that final design will only be approved for projects which do not intend to pursue federal funding or future Bikeways funding for construction.</i> To assess issues such as environmental impacts, right-of-way issues, ADA compatibility, and stakeholder support. Design funding may not be used for general bicycle planning but may be used to investigate the feasibility of bicycle improvements on specific routes serving specific objectives. 	<ul style="list-style-type: none"> For installation of low-cost treatments to enhance existing bicycle routes. May include bicycle route signing, pavement markings, safety enhancements, bicycle parking, drainage grate replacement, automated bicycle counting equipment, and similar low-cost treatments. For state of good repair projects to resolve maintenance issues on existing bicycle routes; <i>intended for once-off maintenance and not ongoing operations of a bicycle facility.</i> Complete Streets intersection treatments where bicycle facilities are present. May include traffic calming and pedestrian safety benefits in addition to bicycle treatments. 	<ul style="list-style-type: none"> For construction or installation of bikeways infrastructure. May include transportation trails, shared-use paths and bridges, cycle tracks, bicycle lanes, and other major projects. For the 20% non-federal match required for TAP federal construction funds. <i>Note that local funds are still required for a 20% match to Bikeways contribution, equating to 4% of total construction costs required from local sources. (e.g. total costs 80% federal, 16% Bikeways, 4% local match).</i>
No minimum. Maximum grant request/award is \$400,000	No minimum. Maximum grant request/award is \$200,000. Minimum 65% design required, up to 20% of grant award may	No minimum. Maximum grant request/award is \$500,000.

	support final design for the project.	Minimum 65% design required, up to 20% of grant award may support final design.
Project must be completed and closed out within two (2) years.	Project must be completed and closed out within two (2) years.	Project must be completed and closed out within three (3) years. TAP match projects must be completed and closed within five (5) years.
Project ownership and maintenance commitments may be determined during the design process. Applicants are asked to identify relevant partner jurisdictions and reference this activity in the project work plan.	Site control (e.g. easements, land acquisition) must be secured. Applicant commits to own, manage, and maintain grant-funded facilities OR can identify the entity that has committed to own, manage, and maintain grant-funded facilities.	Site control (e.g. easements, land acquisition) must be secured. Applicant commits to own, manage, and maintain grant-funded facilities OR can identify the entity that has committed to own, manage, and maintain grant-funded facilities.

Note that the Bikeways webpage includes an interactive map showing prior Bikeways grant awards which help exemplify types of projects historically funded.

GRANT TERM

Design projects and Minor Retrofit projects are expected to be completed within two (2) years of the grant award. Construction projects are expected to be completed within three (3) years of the grant award or five (5) years for projects which are a Bikeways and TAP match.

The grant terms and the grant expiration date are defined in the Grant Agreement, which is executed after a Bikeways grant is awarded and project details are verified by the grantee jurisdiction and the Maryland Department of Transportation (MDOT). Grant-reimbursable project activities may begin on the date the Grant Agreement is executed by the grantee jurisdiction and MDOT.

INELIGIBLE ACTIVITIES

- Print or online maps
- Recreational Mountain bike trails or loop trails, Recreational route wayfinding
- Sidewalks, unless part of a minor retrofit Complete Streets project where bicycles facilities are also present and upgraded.
- Education programs, brochures and events, except those up to 10% or \$10,000 of an award may be used for educational and promotional materials directly related to an infrastructure project.
- Operations of a Bikeways facility/project.
- Right-of-way or easement acquisition (although expenditures may count towards matching funds in certain circumstances).

PREPARING TO SUBMIT THE ONLINE APPLICATION

The application portal for Bikeways is open six (6) weeks in advance of the application deadline. It is recommended that applications review the [Bikeways Application Recommendations and Project Deliverables](#) information sheet to understand potential needs and deliverables for Bikeways projects.

- Major components of the application include:
 - A Complete Streets Objective Statement for the project.
 - Contact information for two individuals from the applicant jurisdiction.
 - A project work plan which must demonstrate the project can be completed in two (2) years (for a Design Project or Minor Retrofit Project) or three (3) to five (5) years (for a Construction Project and a TAP match construction project).
 - An itemized Cost Estimate must identify cost components and demonstrate how the matching fund contribution will be applied.
 - A Project Map must be uploaded and must identify: project location and extents; existing bicycle facilities within the project area; and destinations connected as a result of the proposed project.
 - Any completed feasibility studies or engineering design plans
- Additional Uploads which may be required or recommended include:
 - Adopted plans or excerpts from relevant plan documents
 - Letters of support (may be submitted separately)
 - If the applicant agency is not the owner of the right-of-way (ROW) for the proposed project, explicit support of the ROW owner is required. For design projects this can be conveyed with a letter of support. For minor retrofit or construction projects, an executed agreement for easement is required.
 - If an agency submits more than one application, the applicant will be asked to submit a priority ranking for each Application.

APPLICATION DESIGN STANDARDS AND GUIDELINES

Projects are expected to adhere to applicable design standards and guidelines, as applicable. These are linked or available for download on the Bikeways Website, including:

- Maryland Manual on Uniform Traffic Control Devices (MUTCD), latest edition*
- MDOT SHA Bicycle Policy and Design Guidelines*
- MDOT SHA Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways*
- US Access Board Public Right-of-Way Accessibility Guidelines (PROWAG)
- AASHTO Guide for Development of Bicycle Facilities, latest edition
- Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines

**These documents are expected to be updated in 2025 as part of the update MDOT Complete Streets Policy implementation*