MARYLAND DEPARTMENT OF TRANSPORTATION

MDOT Grant Opportunities

2025 MDOT Grants Roadshow

Today's Agenda

- **Roadshow Operations**

- **Grants – Part I**
  - Federal Discretionary Grants Overview
  - SHA Grants Program Overview
  - Highway Safety Grant Program Overview
  - Climate Focused Funding Overview

- *Break*

- **Grants – Part II**
  - Kim Lamphier Bikeways Grant Overview
  - Urban Tree Program Overview
  - Freight Rail Grant Program Overview
  - Transit Oriented Development Grant Overview
  - Technical Resources

- **Questions**

- **One-on-Ones**

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 full calendar 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.
  - 80%-20% cost share.
  - Expected Opening: **Spring 2025.**
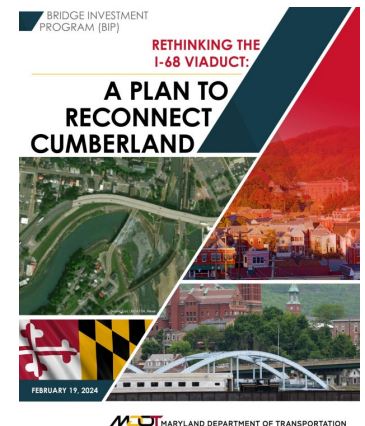
Maryland Communities have won more than $90 million!

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 bicycle-pedestrian accommodations.***
  - 80%-20% cost share, 50-50% cost share for "Large Bridges."
  - FY 2026 Planning applications are due **October 1, 2025.**
  - FY 2026 Bridge Project Grant applications are due **November 1, 2025**

  23 USC 213(e)*

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.
  - Expected Opening: **Fall 2025.**

BUILD Grants
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

2024 RAISE Grant Application

Opportunities for Access and Connectivity at Reisterstown Plaza Metro Station

GRANT: $10 MILLION IN FEDERAL FUNDING FOR THE PORT OF BALTIMORE

SEPTEMBER 11 2020 1:04 PM

M D O T
MARYLAND DEPARTMENT OF TRANSPORTATION

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/iijagrants
www.mdot/maryland.gov/grants
Local Opportunities - Share your successes with us!

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.

- **Plan** ahead, know your project **narrative** and **grant** opportunity, **market** the story, build **support**, and ensure your project is on the appropriate **planning documents**.

Thank You!

Sean Winkler
Senior Policy Advisor
MDOT - The Secretary's Office (TSO)
SWinkler1@mdot.maryland.gov
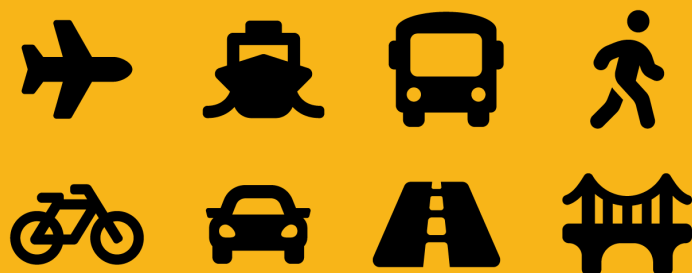
Christy Bernal
Discretionary Grants Program Manager
State Highway Administration (SHA)
CBernal@mdot.baryland.gov

MDO
MARYLAND DEPARTMENT
OF TRANSPORTATION

SHA Grants Program Overview

Maryland State Highway Administration
Office of Planning and Preliminary Engineering
Regional and Intermodal Planning Division

Purpose of the Grants Team

- The SHA Grants Team administers:
  - Transportation Alternatives,
  - Recreational Trails,
  - Scenic Byways Grants,
  - Federal Lands Access Program grants, and
  - Federal Congressionally Directed Spending projects.

- Grants Team staff are liaisons and facilitate project sponsors through the federal and state regulations and milestones.

MARYLAND DEPARTMENT OF TRANSPORTATION

Transportation Alternatives (TA)

- This is a competitively selected reimbursable federal-aid program for active and related transportation projects.

- Transportation Alternatives funds projects that create bicycle and pedestrian facilities, restore historic transportation buildings, convert abandoned railway corridors to pedestrian trails, mitigate highway runoff and many other similar projects.

Recreational Trails (RTP)

- This is a competitively selected reimbursable federal-aid program for recreational trail projects.

- Recreational Trails funds projects that develop and maintain land- and water-based recreational trails and trail-related facilities for motorized and non-motorized recreational trail uses.

- 30% of RTP funds must be for motorized trail uses, 30% must be used for non-motorized trail uses, and 40% must be used for diverse trail uses (multiple user groups).

MARYLAND DEPARTMENT
OF TRANSPORTATION

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.

	FFY 2025 Appropriations
BRTB	**$4,664,856**
TPB	**$3,764,590**
WILMAPCO	**$78,417**
State-Flex	**$11,618,542**
Recreational Trails	**$1,033,731**
Total	**$21,160,136**

- 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 may be required to provide additional 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.

MARYLAND DEPARTMENT OF TRANSPORTATION

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 preferred but not required.

MARYLAND DEPARTMENT OF TRANSPORTATION

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

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

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.

SRTS Toolkit and additional resources coming soon!

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)
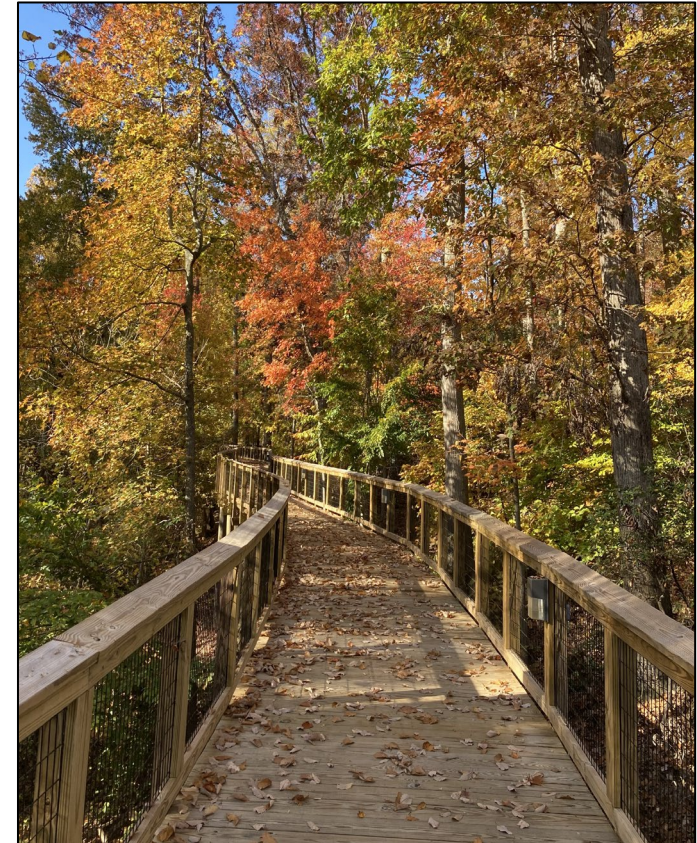
6. Assessment of trail conditions for accessibility and maintenance

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

MARYLAND DEPARTMENT OF TRANSPORTATION
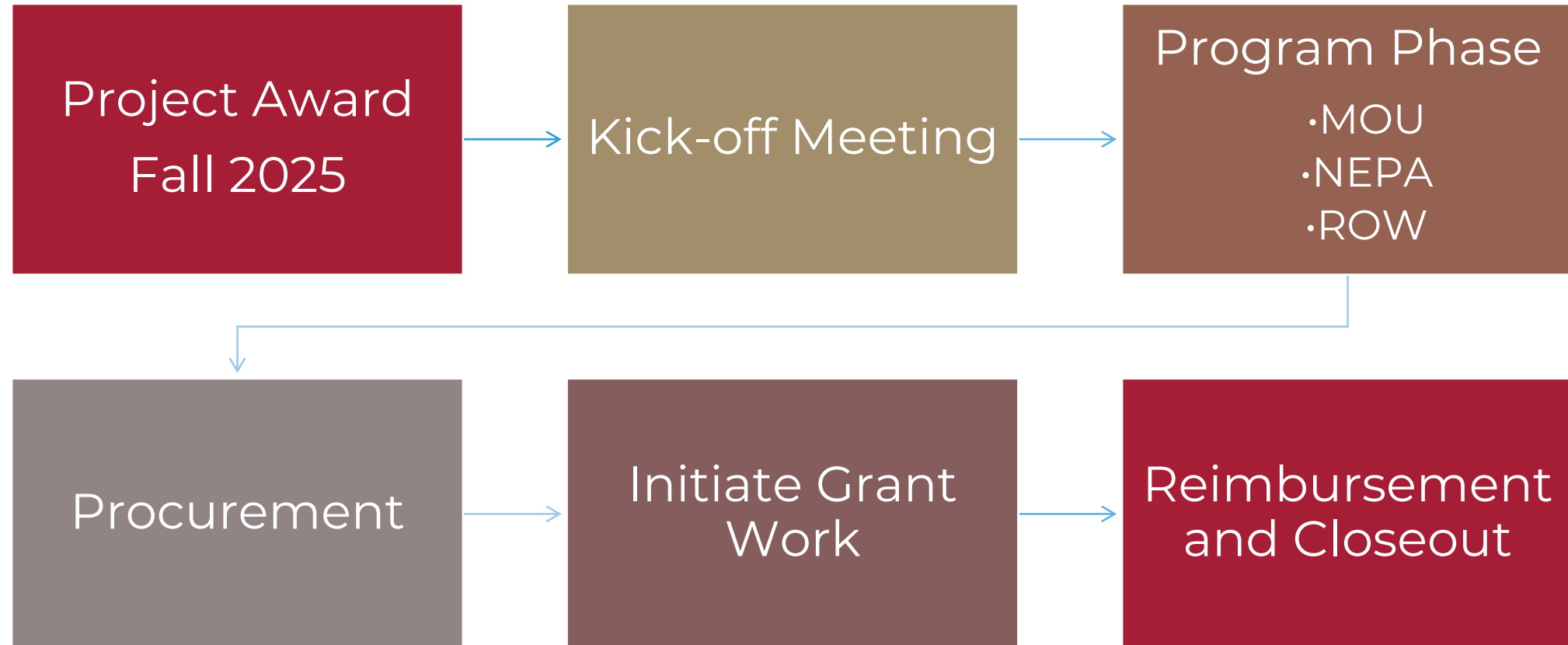
# Grants Program Online Application Process

- Application window will be announced shortly, please check back to the SHA website for the formal announcement.

- Each application must include:
    - Detailed project scope providing starting and ending points
    - 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

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

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.
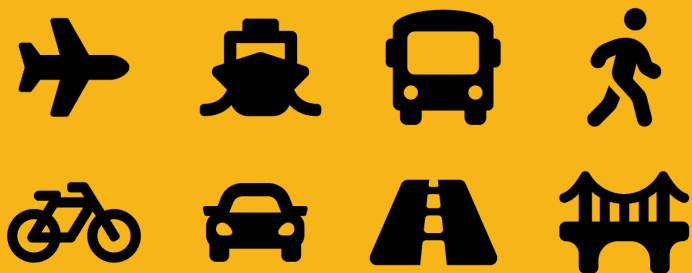
Thank You!

Maryland Highway Safety Office
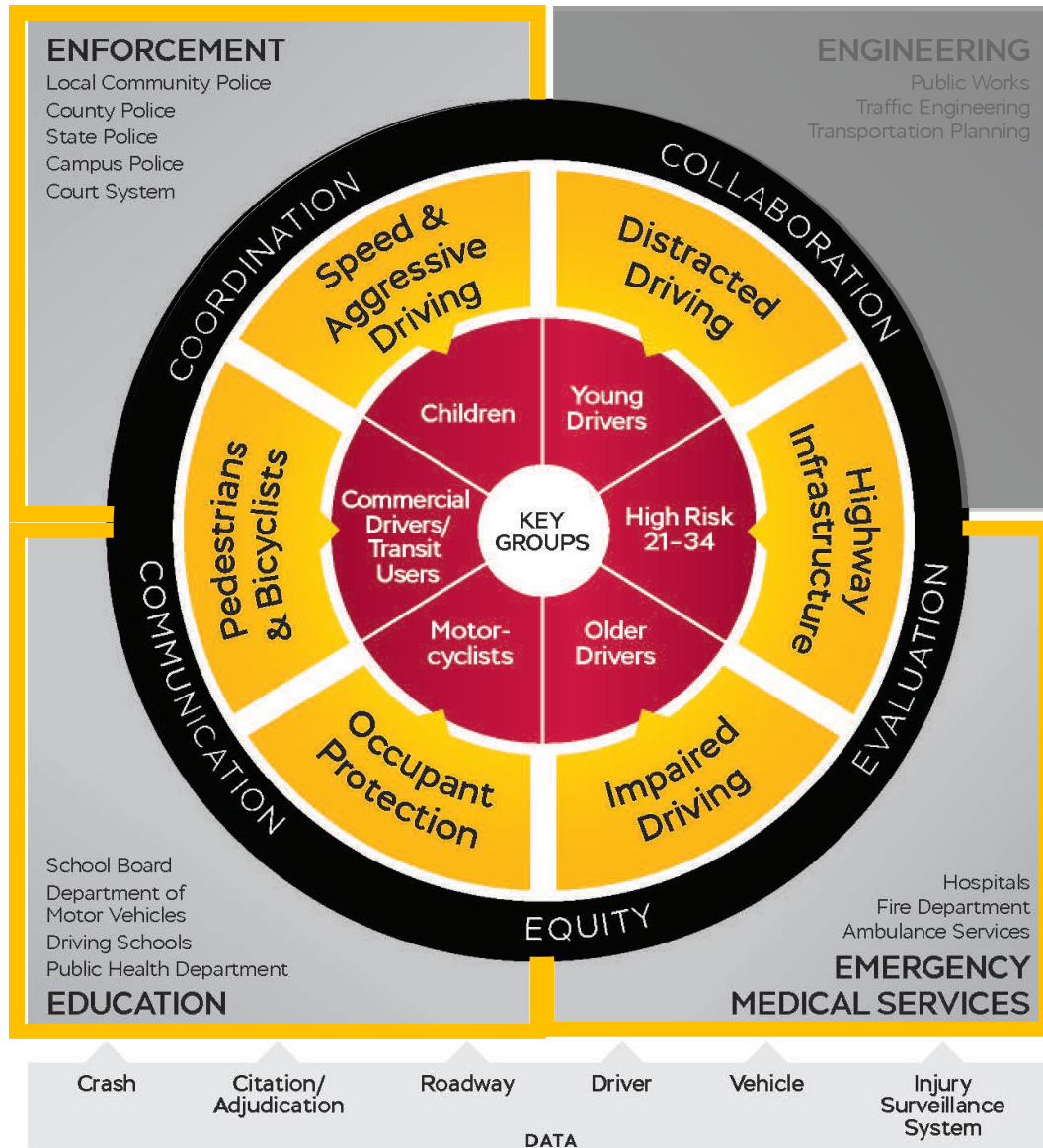
- Impaired driving

- Seat belt use

- Pedestrian and bicyclist safety

- Motorcyclist safety

- Speed/Aggressive driving

- Distracted driving

Follow the Funding
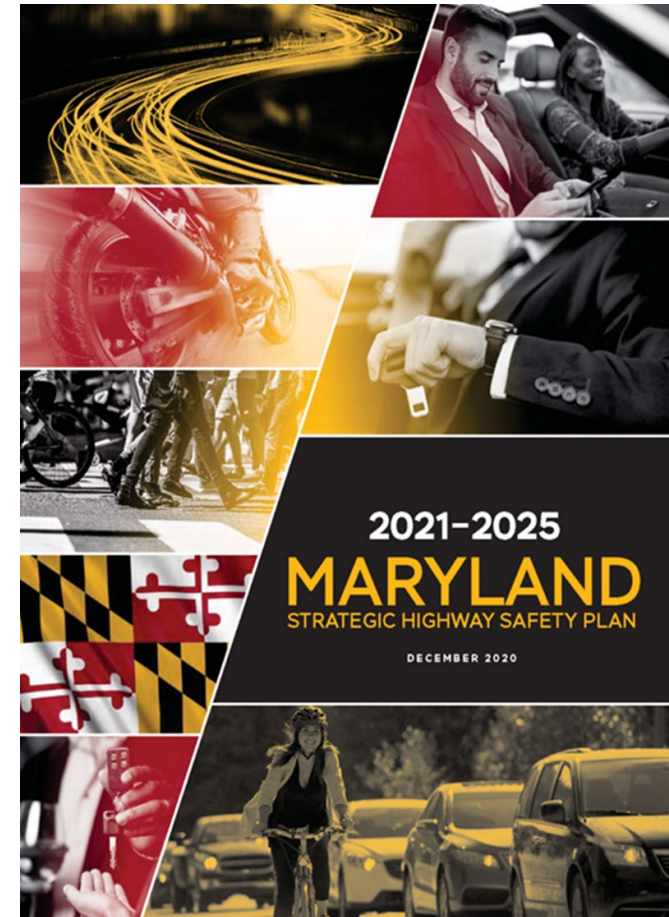
The Strategic Highway Safety Plan

- 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: <u>Countermeasures That Work | NHTSA</u>

- Projects related to the SHSP Ped-Bike Emphasis Area

- Action items from the <u>Pedestrian/Bicycle Assessment</u>

- 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.

- FY2026 Deadline: February 28, 2025

- FY26 Funding

  - October 1, 2025 – September 30, 2026 (NHTSA)

  - July 1, 2025 – June 30, 2026 (State-funded)

- Applications may be submitted later in the year for mid-year funded grants.
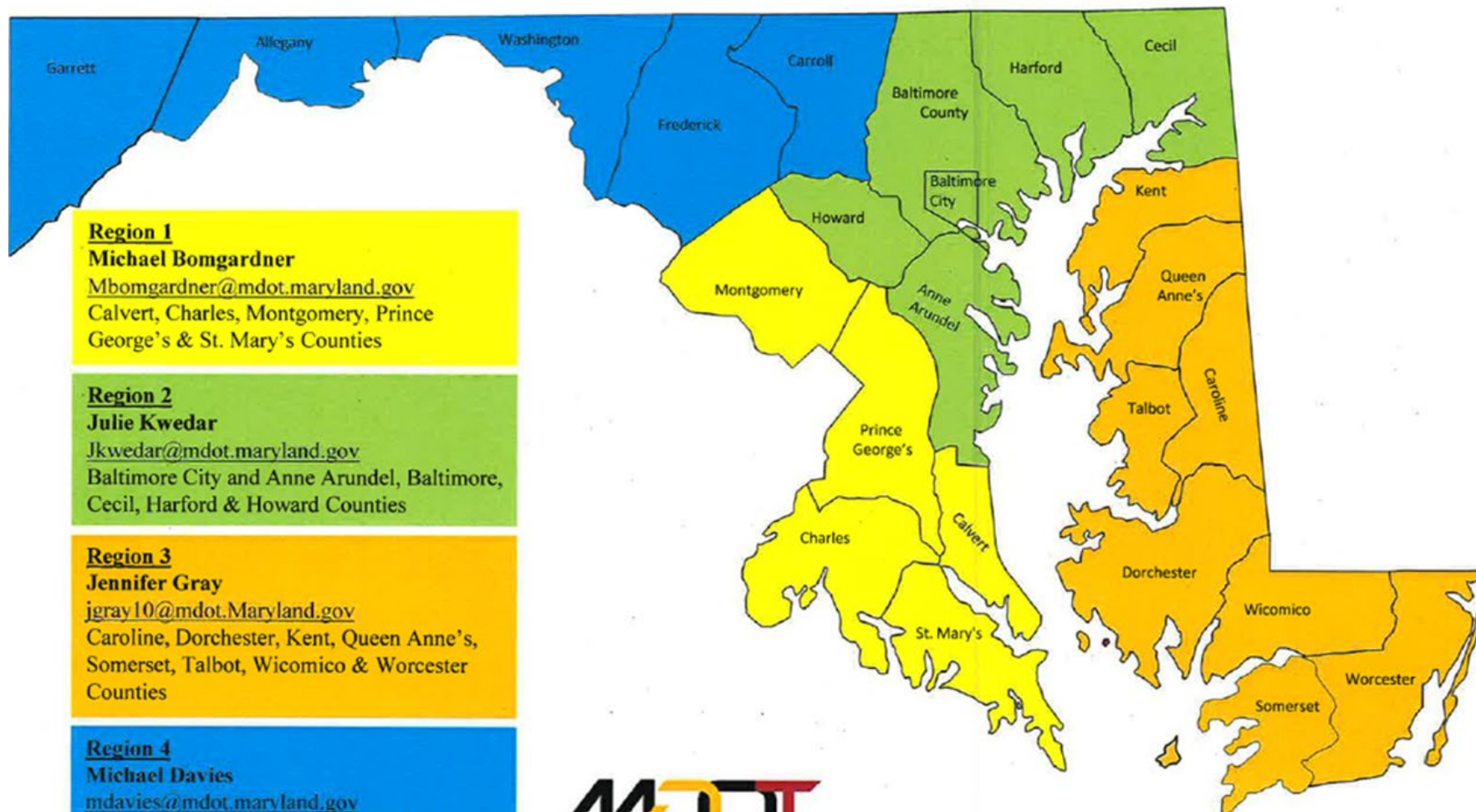
Community Engagement Team

Region 1
Michael Bomgardner
Mbomgardner@mdot.maryland.gov
Calvert, Charles, Montgomery, Prince George's & St. Mary's Counties

Region 2
Julie Kwedar
Jkwedar@mdot.maryland.gov
Baltimore City and Anne Arundel, Baltimore, Cecil, Harford & Howard Counties

Region 3
Jennifer Gray
jgray10@mdot.Maryland.gov
Caroline, Dorchester, Kent, Queen Anne's, Somerset, Talbot, Wicomico & Worcester Counties

Region 4
Michael Davies
mdavies@mdot.maryland.gov
Allegany, Carroll, Frederick, Garrett & Washington Counties

MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION
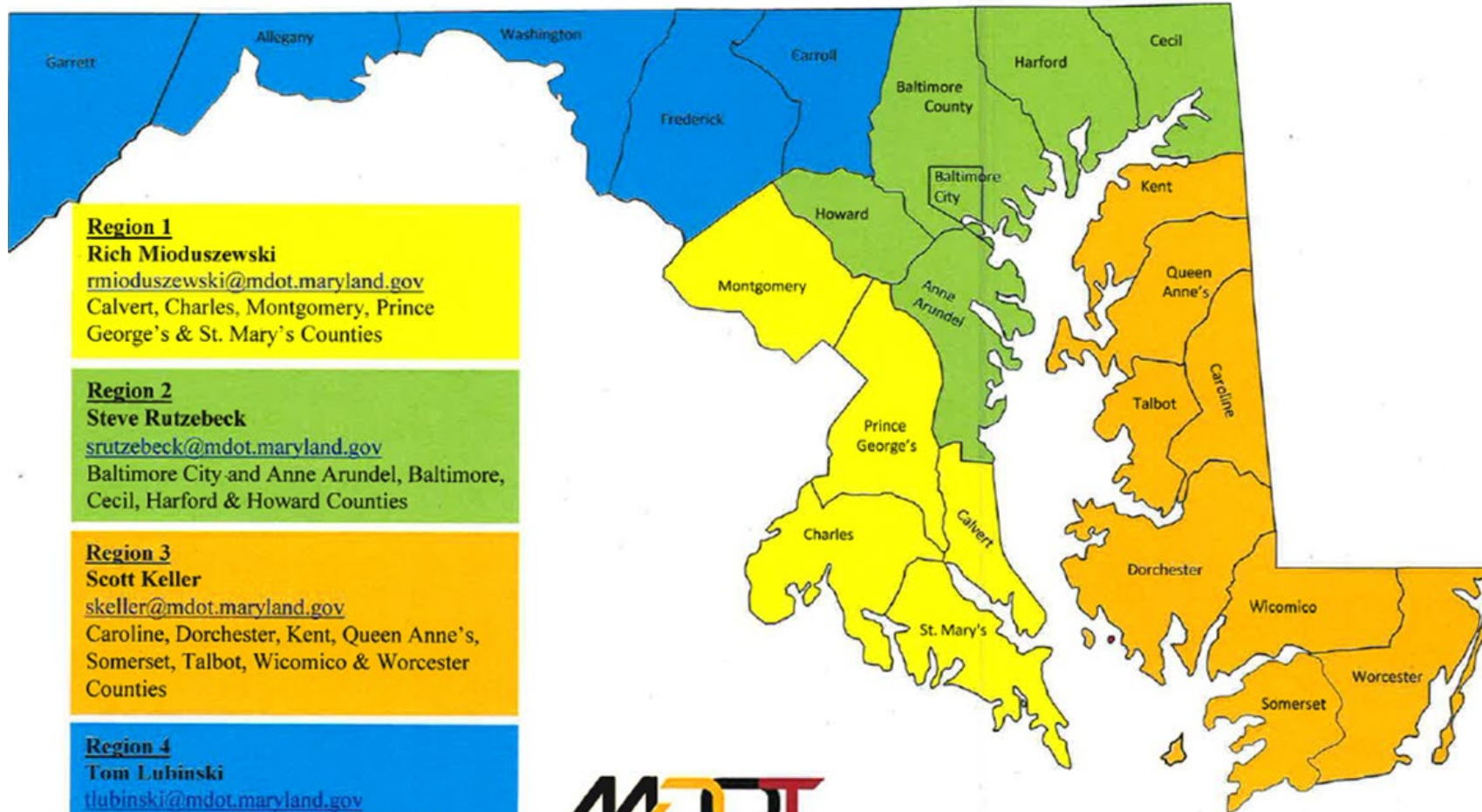
Maryland Highway Safety Office

Christina Utz,
Section Chief
Partnerships, Resources and Outreach

MARYLAND DEPARTMENT OF TRANSPORTATION

Questions?

Pedestrian/Bicycle/Speed/Aggressive Programs Manager

Cynthia Spriggs

cspriggs@mdot.Maryland.gov

MHSO@mdot.Maryland.gov

MƏD
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND DEPARTMENT OF TRANSPORTATION
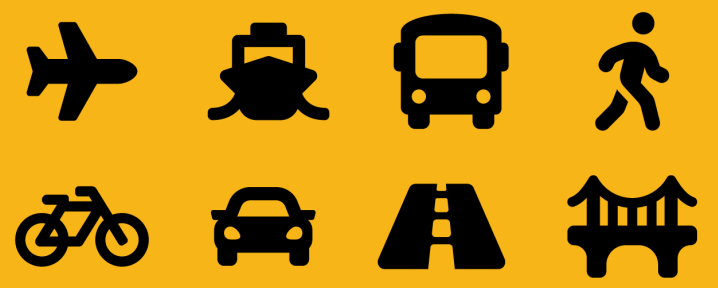
Climate Focused Funding Portal

MDOT - The Secretary's Office

Environment and Sustainable Transportation Program

Climate Focused Funding Program 2025 Solicitation

- MDOT is soliciting applications to identify potential projects that reduce carbon emissions from transportation using funds available under the federal Carbon Reduction Program (CRP).

- Applications are being solicited through the OneStop portal for funding consideration in coordination with Metropolitan Planning Organizations (MPOs).

- Projects can be submitted by MPOs, local governments, and MDOT modal administrations.

- MDOT will coordinate with local sponsors and MPOs to advance selected projects through the readiness phase and into obligation and implementation.

MARYLAND DEPARTMENT OF TRANSPORTATION

Carbon Reduction Program Eligible Projects

Development of a carbon reduction strategy (MDOT 2023 CRS)

Traffic monitoring, management, and control facility or programs

Public transportation projects

On-road/ off-road pedestrians and bike trails

Advanced transportation and congestion management technologies

Infrastructure-based intelligent transportation/vehicle-to-infrastructure systems

Energy-efficient street lighting and traffic control devices replacement

Congestion pricing, shifting transportation demand for roads

Efforts to reduce the environmental and community impacts of freight movement
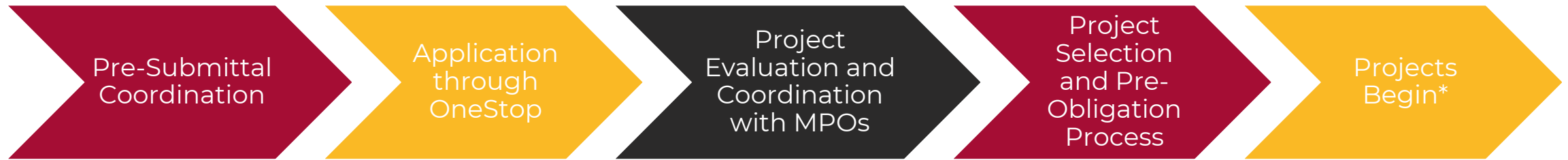
Diesel engine retrofit or deployment of alternative fuel vehicles

Emissions reduction at ports, including through electrification

Other Projects may be eligible if reductions in transportation emissions can be demonstrated

See FHWA CRP Implementation Guidance for full list.

MARYLAND DEPARTMENT OF TRANSPORTATION

Program Timeline
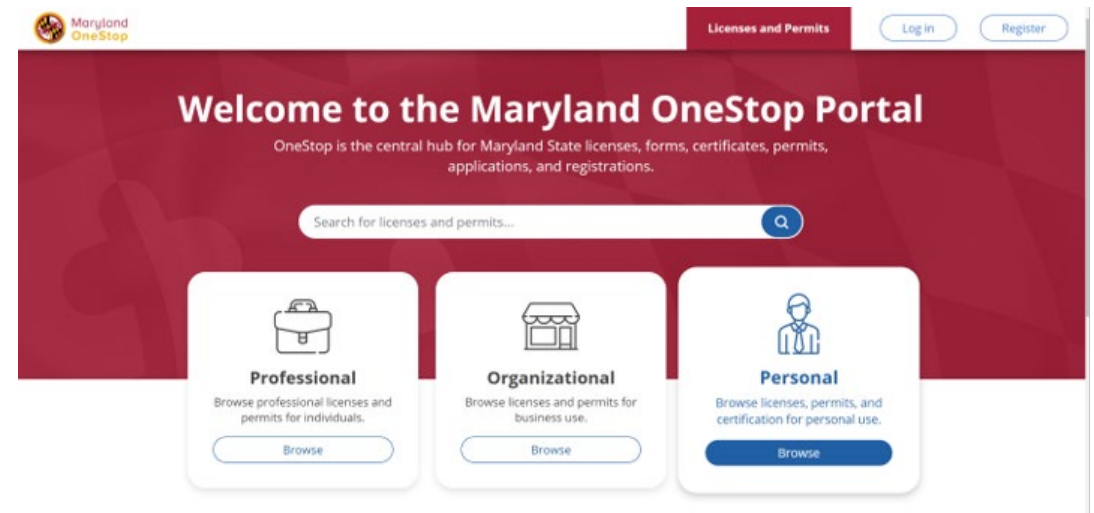
Weekly office hours, one-on-one meetings (by request)

Pre-Submittal Coordination → Application through OneStop → Project Evaluation and Coordination with MPOs → Project Selection and Pre-Obligation Process → Projects Begin*

*Note – Projects must begin expending funds within 12 months of obligation.

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

Application Process

- General Project Details (Organization, Title, Location, etc.)

- Funding Information (Cost Estimates, Non-federal Match)

- Project Phase and schedule

- Project Permit and Environmental Assessment Status (NEPA)

- Inclusion in STIP/TIP

- Emissions reduction components and explanation

- Anticipated emissions reductions

- (Optional) Resilience co-benefits

- Final details, uploads of documents, sign off

Program Phases & Key Dates

- **January through March - Coordination and Outreach**
  - Office hours, Grants Roadshows, One-on-One meetings (by request)

- **February & March - Application Window & Continued Outreach**
  - Opens: 9:00 a.m. – Thursday, February 6, 2025
  - Closes: 4:30 p.m. – Wednesday, March 26, 2025

- **March through May - Project Evaluation**
  - Begins as projects are submitted
  - Proposed: Final list of recommended eligible projects

- **June – September - Notice of Intent to Award & Initial Steps**
  - Begin STIP/TIP amendments and project kick-offs

- **October and beyond - Moving to Obligate Funds**
  - Continued support by SHA Project Delivery Team and Project Sponsor to move through the required stages of project readiness for obligation (federal funding requirements).

MARYLAND DEPARTMENT OF TRANSPORTATION

Technical Support

- MDOT hosts Weekly Office Hours on Wednesdays from 3 - 4 p.m.:

  Microsoft Teams Need help?
  Join the meeting now
  Meeting ID: 221 327 097 328

  Passcode: Bt3LE3mH

- **Climate Focused Funding Webpage**
  - Application Questions
  - FAQ Document
  - FHWA CRP Implementation Guide
    - https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=210

Contact

Thank You!

Allison Gost

Program Manager, Climate Risk

abreitenother@mdot.Maryland.gov

Deron Lovaas

Chief, Environment and Sustainable Transportation

dlovaas@mdot.Maryland.gov

Morgan Ellis

Director, EV, Climate and Air Quality

mellis1@mdot.Maryland.gov

MARYLAND DEPARTMENT OF TRANSPORTATION

Break

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 the 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 **$40.4 million to 244 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.

MARYLAND DEPARTMENT OF TRANSPORTATION

Bikeways Network Program

FY2026 Updates

Bikeways can now fund quick build complete streets treatments benefiting all users where bicycle facilities are present.

Bikeways Network Program FY2026 Updates

Program criteria was updated to reflect current state priorities, elevating **safety** and **equity**.

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).

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

Bikeways Network Program FY26 Grant Cycle

- The Maryland Department of Transportation will **award approximately $2 million** for the planning, design and construction of bicycle transportation projects for the FY26 grant cycle.

- Bikeways applications will be accepted for six weeks TBA between **April and May 2025**, with awards announced in fall 2025.

- **Considering an application?** Please send project ideas to mdbikeways@mdot.maryland.gov before the application window opens.

MARYLAND DEPARTMENT OF TRANSPORTATION

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).

MARYLAND DEPARTMENT OF TRANSPORTATION

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.

MARYLAND DEPARTMENT
OF TRANSPORTATION

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

Thank You!

The Kim Lamphier Bikeways Network Program
Maryland Department of Transportation
Office of Planning & Capital Programming and
the Office of Environment & Sustainable Transportation

mdbikeways@mdot.maryland.gov
http://www.mdot.maryland.gov/bikeways
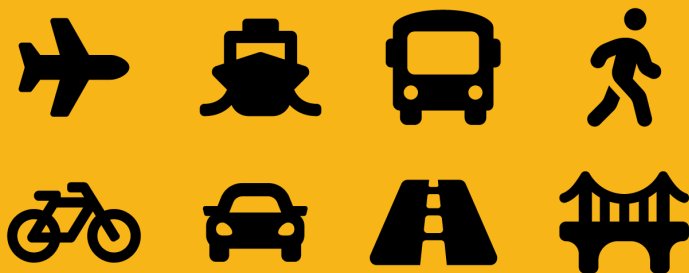
MDOT Urban Tree Program

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.

- Trees planted under the program are eligible to count towards the Maryland Five Million Trees Initiative.

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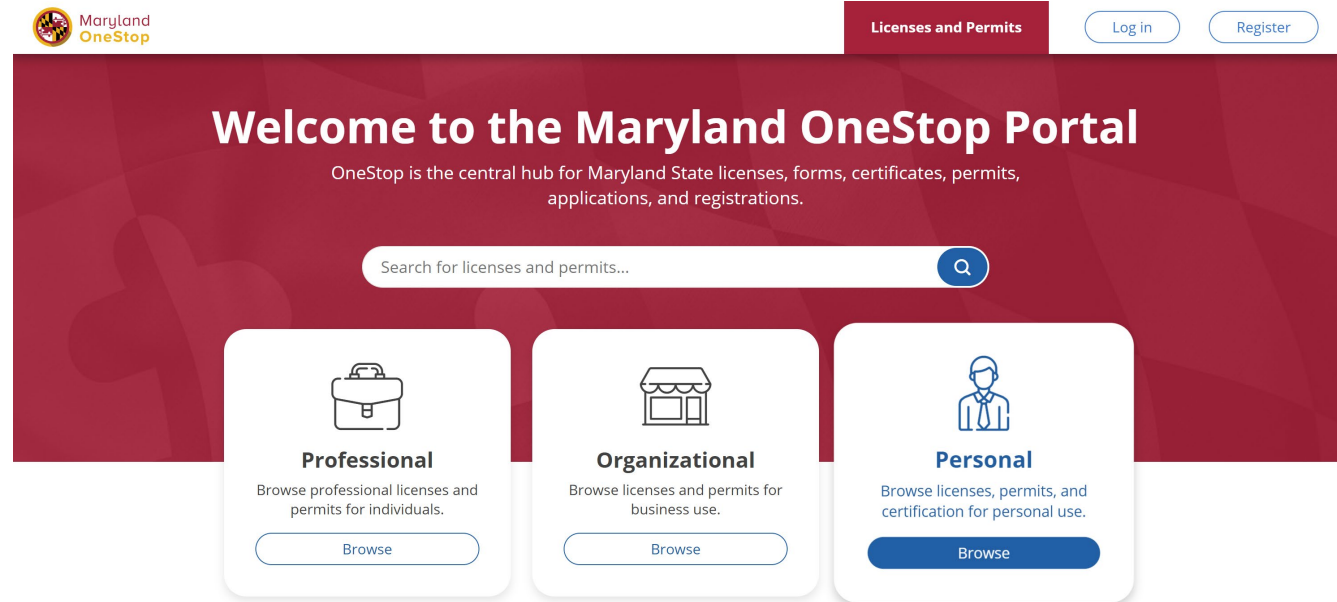
- Eligible Organizations: non-profit organizations, schools, community/neighborhood associations; community business associations; homeowners associations; business service, youth and civic groups; institutions of higher education; counties; municipalities; and forest conservancy district boards.

- Projects must be in areas where trees were removed for construction of transportation facility projects.

- Projects must be in Urban Areas designated by the US Census Bureau

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

Urban Tree Program: Timelines

- The MDOT UTP has two application cycles throughout the year:

  - Spring Cycle
    - Opens November-December
    - Closes February 15

  - Fall Cycle
    - Opens April-May
    - Closes July 15

Urban Tree Program: How to Apply

- Application is available on the [MDOT OneStop Portal](MDOT%20OneStop%20Portal).

- 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

Resources

- Weekly Office Hours
  - Stay tuned for Fall cycle details

- DNR provides technical assistance to applicants and projects
  - If you would like support for your application and/or your project, please reach out to Alfred Bascom (Alfred.Bascom@maryland.gov) or Issac Whitmore (issac.whitmore@maryland.gov)

- Applicant Support
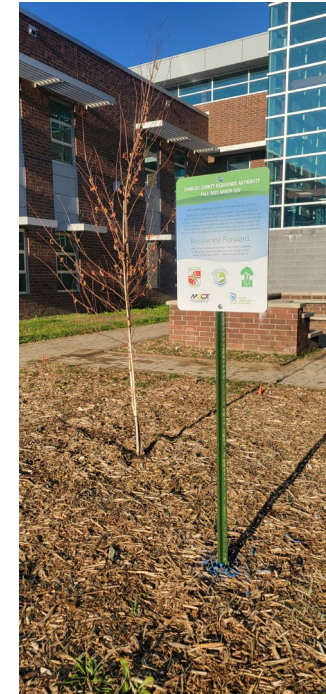
Urban Tree Program: Past Projects

Replacing Invasive Bradford Pear Trees with Native Sourwood at UMES

Episcopal Church of Cumberland Planting

Reforestation of Charles County Public Schools

MDO
MARYLAND DEPARTMENT
OF TRANSPORTATION

Thank you!

Allison Gost
Program Manager, Urban Tree Program
abreitenother@mdot.maryland.gov
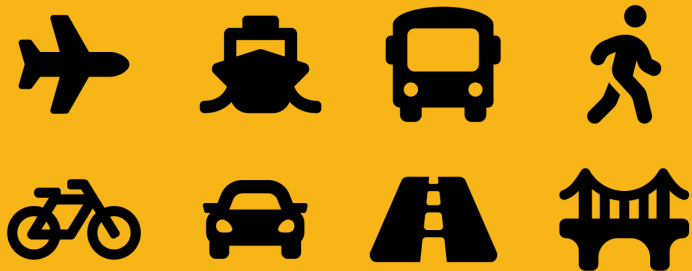
Nick Kurtz
Climate Risk Analyst, Consultant
nkurtz@mdot.maryland.gov

MDOT Freight Rail Grant Program Overview

Grants Roadshow 2025

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.

MARYLAND DEPARTMENT
OF TRANSPORTATION

Application and Project Timeline

- Projects are solicited on an annual basis as described below:
  - **December – April: Letter of Intent 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.

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.

MDOT

MARYLAND DEPARTMENT
OF TRANSPORTATION

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.

Eligible Project Locations

To be eligible for funding through the Freight Rail Grant Program, a project must meet at the following criteria:
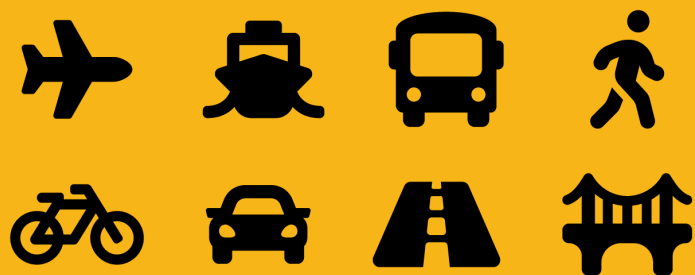
- Located within or adjacent to a rail corridor or network.

- 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.

Questions/Technical Assistance

- Please contact:
  Thomas Mackay, Rail Program & Policy Manager or
 Brett Ripkin, ORIF Program Support
  FreightRail@Mdot.maryland.gov

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
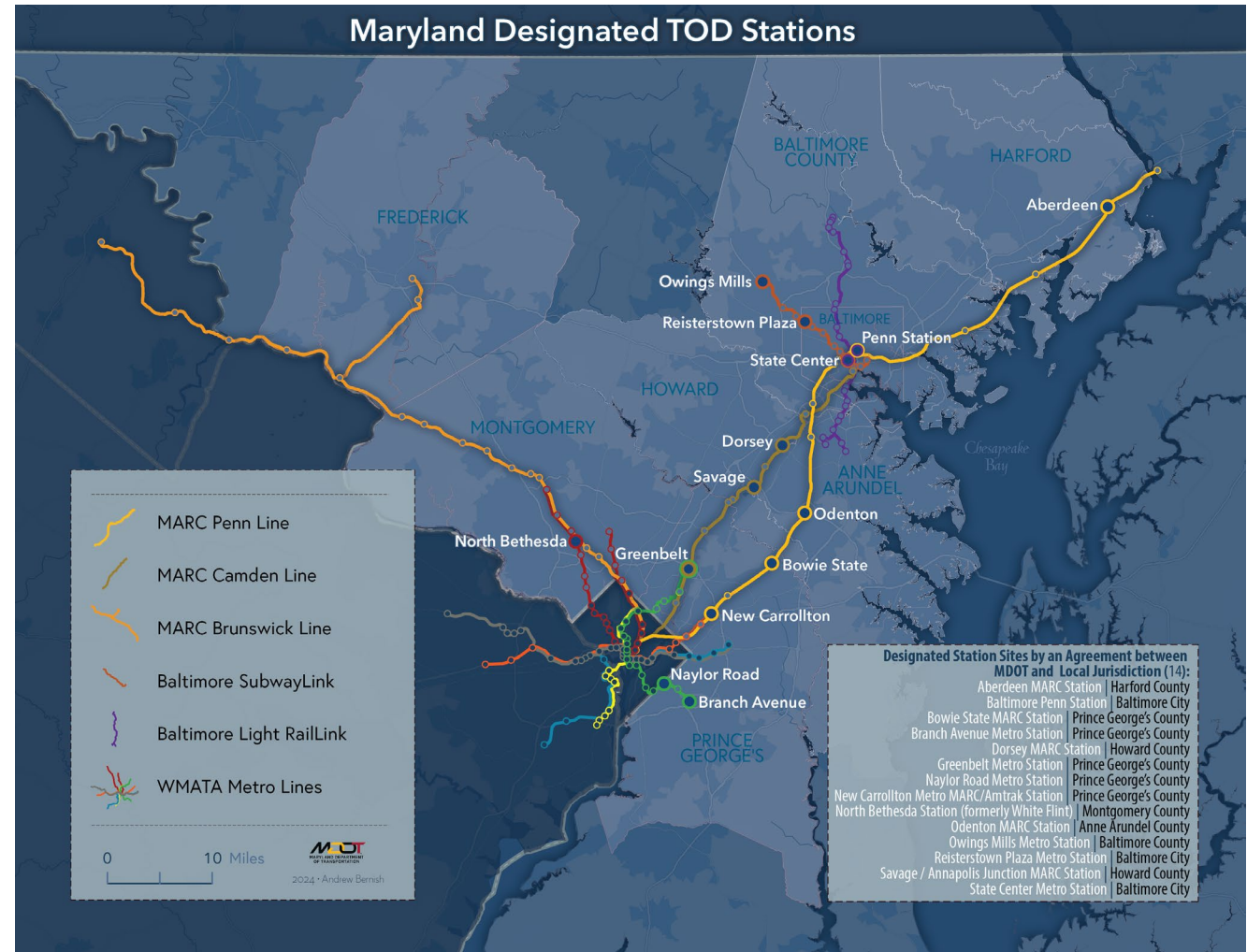
Transit-Oriented Development and Revolving Loan Fund

TOD Capital Grant and Revolving Loan Fund

- New program to support **local jurisdictions and their development partners** in Transit-Oriented Development (TOD) at **State-designated TOD sites**

- **$5M annually in State funds** established by the State's Equitable and Inclusive TOD Enhancement Act (2023)

Maryland Designated TOD Stations

Who can apply?

| Local Jurisdiction | Developer | Local Jurisdiction as a co-applicant |

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

- If the applicant is a private business, they must be in Good Standing status with the State Department of Assessments and Taxation.

Eligible Projects
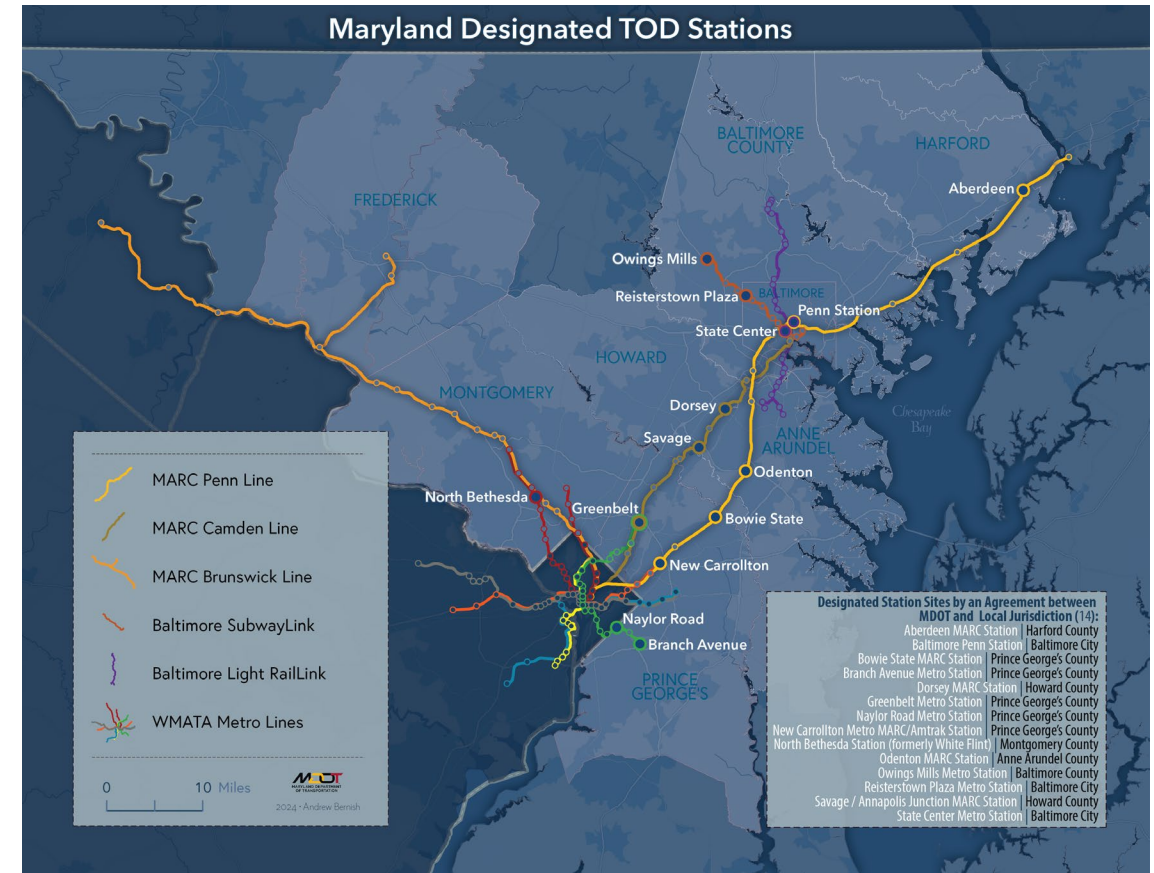
- Must **directly serve** a State-designated TOD-area

- TOD Fund will fund up to **one project per TOD area**; jurisdictions may submit multiple applications for <u>different</u> TOD areas

- Refer to NOFO p. 6-8 for more detail. Applicants can also discuss proposal ideas for eligibility with program staff prior to application

Eligible Projects

Local Jurisdictions	Developers

• 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
   • 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
	• Up to $1M in loans for gap funding for development projects that advance the local jurisdiction's goals for an eligible TOD

TOD Designation Program

- New application launched in October

- New applicants must complete a TOD Designation Plan

- Existing applicants retain their designation, but must indicate they have a **TOD Designation Plan** to receive funding (Section 3 Question 4)

TOD Designation Plan

Land Use

Land use plan for mix of uses targeting meaningful densities

Bike, Pedestrian, Complete Streets

Pedestrian, bicycle and personal mobility connectivity strategies for a ½ mile around the station

Housing

Goals for housing production, density and affordability

Action Plan

Action plan providing timeline, community engagement strategy, enabling projects, zoning, potential funding sources and commitments

Parking
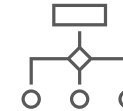
Rationalized parking strategy for the intended development

Transportation Network

Strategy for connectivity to transit

Cohesion

Consistency with local and regional land use and comprehensive plans

Green Infrastructure

Strategies for incorporating green infrastructure and other environmental strategies

Application Requirements

- Application questions (form linked in NOFO)

- Documentation of Complete Streets commitment

  - Ex: letter of support from local planning body sharing how its Complete Streets policy will be applied to the TOD

- Documentation of appropriate zoning (for construction projects)

  - If supportive zoning is in progress, it must be in place by the end of the application period

- Letter(s) of Support

- Loan applicants: documents for creditworthiness (refer to p. 9-10 of NOFO)

Application Tips

- All attachments will be uploaded at the end of the application form (space to upload up to 15 attachments)
  - If you need to send additional attachments, please email them to TODprogram@mdot.maryland.gov.
  - Please label attachments with their corresponding application question, if applicable.

Application Tips

The TOD Fund aims to fund projects that advance at least one of the following **equity & inclusion goals**:

- Access to transit for low-income and minority residents
- Access to transit in areas with affordable housing and a diversity of job and educational opportunities
- Encourage development around underdeveloped and underutilized transit stations

Applicants will pick one as their **core focus goal** and provide a longer narrative response on that goal in Section 5. For additional points, applicants can **optionally provide additional short narrative responses** as to how their project advances one or both of the other goals.

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
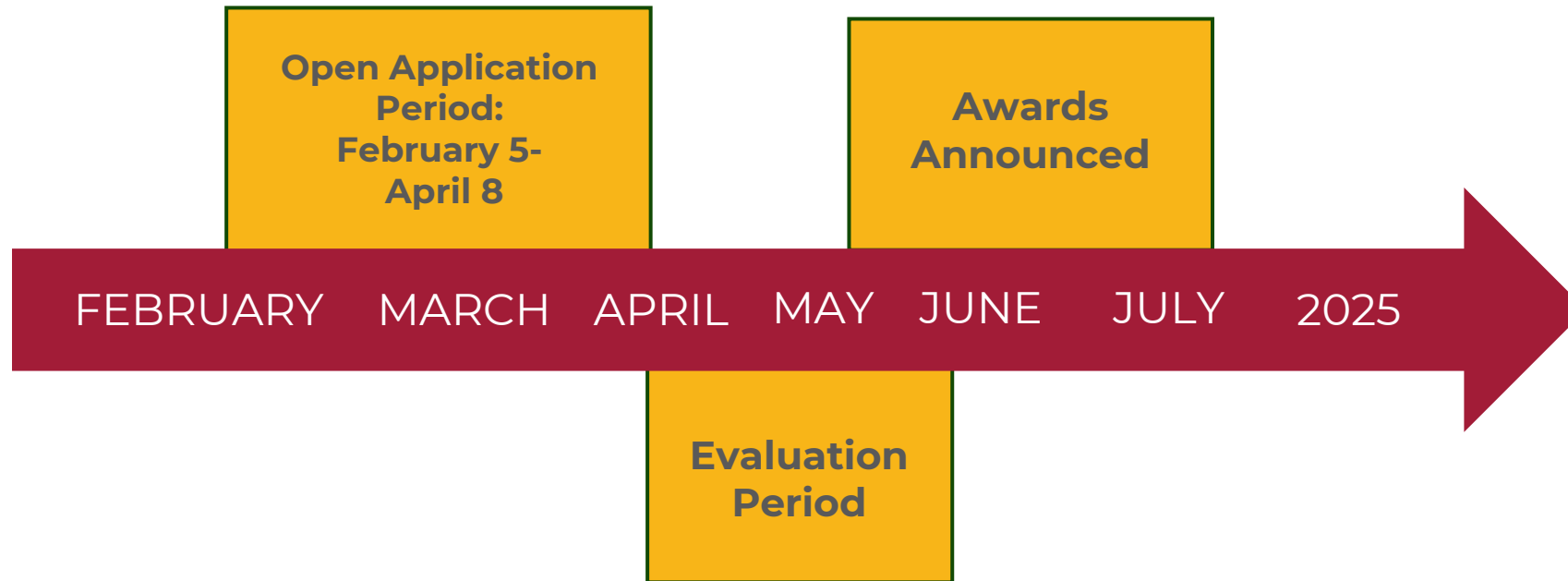
Project Evaluation

Evaluation will focus on **project readiness**, **financing** and **equity goals.**

Application questions are tied directly to the evaluation rubric.

Project Scoring (Quality of Project Submission)	Max. Points Available
Project Plan and Readiness	**35 Total Points**
Preliminary Work Performed	10 points
Timeline for Project Execution	10 points
Project advancement of TOD Designation Plan	10 points
Community Engagement Plan	5 points
Project Funding Plan/Budget	**20 Total Points**
Itemized project budget	5 points
Timeline of milestones for project funding	5 points
Other funding sources sought or secured	10 points
Equity & Inclusion Goal Attainment*	**45 Total Points**
1.) Access to transit for low-income and minority residents	25 points (core focus) 10 points (secondary)
2.) Access to Transit in areas with Affordable Housing and a diversity of Job and Educational opportunities	25 points (core focus) 10 points (secondary)
3.) Encourage Development Around Underdeveloped and Underutilized Transit Stations	25 points (core focus) 10 points (secondary)
Total Score	**100 Points**

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

Timeline
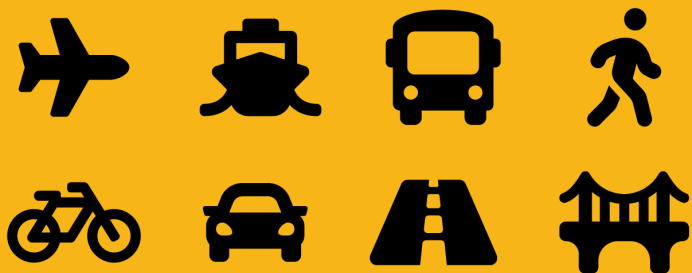
Questions?

TODprogram@mdot.maryland.gov

Technical Resources

Items that can lead to a more successful grant project!

MARYLAND DEPARTMENT OF TRANSPORTATION

Tips for a Competitive Grant Application

- 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.

Grant application successfully submitted

OK

Application Considerations

- **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.

- **State DOT Engagement:** Maintain open lines of communication and engagement with State Department of Transportation counterparts to foster trust and buy-in on locally-focused projects. Utilize technical assistance 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.

- **Accessibility:** Consider compliance with the Civil Rights Act and the Rehabilitation Act regarding antidiscrimination and accessibility requirements to minimize delays in project completion.

- **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, EJ Screen for selected equity areas or One Maryland One Centerline (OMOC) to find infrastructure gaps.

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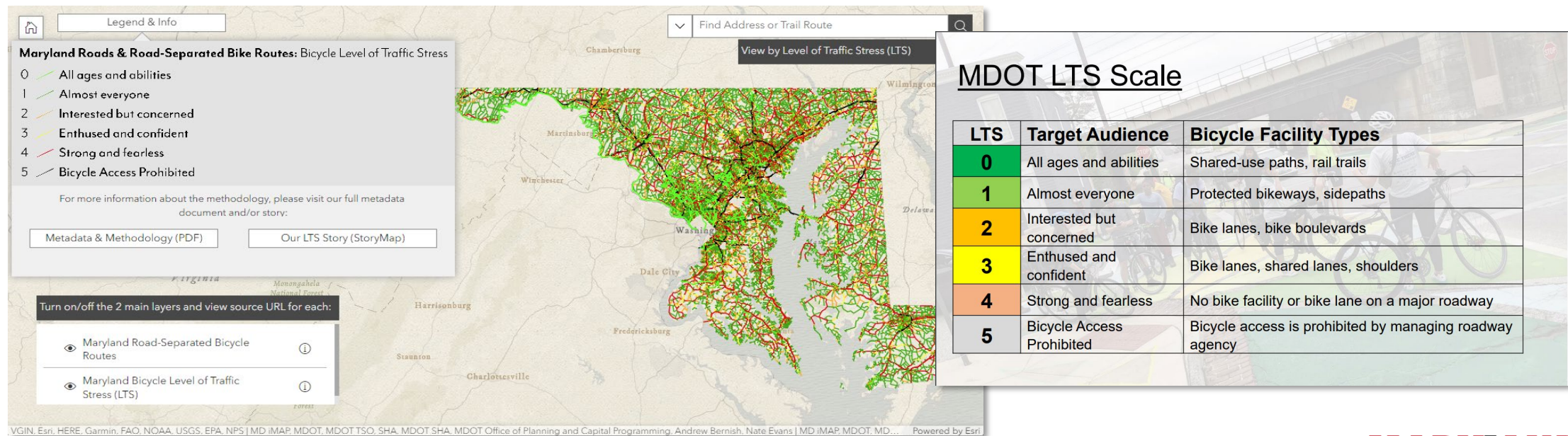
- Pavement Type
- Prohibited Routes
- Railroad Crossings
- Scenic Byways
- Structures
- MDOT SHA Roadway Projects
- Shared Use Paths
- Shoulder Present
- Sidewalks
- Signals
- Speed Limits
- Traffic Barriers

*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!*

Participate! One Maryland One Centerline (OMOC)

Output Examples:

LTS (Level of Traffic Stress) - Demonstrates safety for people biking. Data may be used to prioritize projects for bicycle facilities. Required for Bikeways Grant application, recommended for all other bicycle and pedestrian grant applications.

Designations that provide an edge

Sustainable Communities

- The Sustainable Communities Program is designated by the Maryland Department of Housing.
- 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

MDO
MARYLAND DEPARTMENT
OF TRANSPORTATION

How can the public support a project?

- **Join ongoing advocacy efforts**
  - Join existing local groups may advocate for sustainability, walkability, and bikeability

- **Attend advisory committee meetings**
  - Many counties and the state have advisory committees with citizen representatives

- **Weigh in on 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 Local Support**
  - Grant applications are more competitive with letters of support from local, state, and federal officials, community organizations, and the public

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION