



Maryland Trail Funding Workshop


Hosted by the Southern Maryland Heritage Consortium


December 5, 2012

Terry Maxwell
Recreational Trails Program
SHA Office of Environmental Design

Kate Sylvester
Bikeways Program
MDOT Office of Planning

Jessica Silwick
Transportation Alternatives
SHA Office of Planning and Prelim. Engineering







Maryland Trails Opportunities

- Economic development
- Improving access to our natural, recreational and cultural attractions
- Travel options
- Improved health
- Environmental stewardship
- Quality of Life

Trails Contribute to Statewide Goals:









2

Trail Economic Impacts



- MD State Park visitors spend over \$567M during their trips.
- \$40.8M direct spending attributed to Great Allegheny Passage trail users in 2008
- \$7.5 million in annual wages attributed to trail user spending
- Overnight visitors spend an average of \$114 a day in trail communities.
- Local trail users spend an average of \$17 each trail use.



A Resource for Businesses along the Great Allegheny Passage

The Progress Fund • 425 West Pittsburgh Street • Greensburg, PA 15601
 (724) 216-9160 • www.trailsmd.org

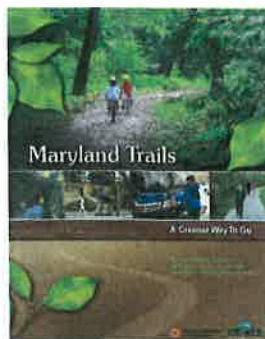
3

Maryland Trails Vision



Maryland's Vision for Trails

- Increase the number of people using trails for transportation.
- Provide a system of multi-use trails that strategically link destinations throughout the State.
- Provide a sustainable transportation alternative.
- Promote physical activity and tourism in the places Maryland residents and visitors live, learn, work and play.



- Maryland has about 800 miles of trails
- Focus on connecting “missing links” in the trail system
- Building a connected system to attract users and serve many purposes and users

4

Cycle Maryland



- Launched by Governor O'Malley in 2011 to encourage and promote cycling in Maryland
- League of American Bicyclists names Maryland #8 Bike Friendly State in 2012
- Connecting on-road and off-road cycling opportunities
- Many different user types and purposes



5

- Twitter + Facebook
- Can promote trail activities


Maryland Trail Funding



- **Recreational Trails (SHA/MAP-21)**
 - All recreational users - \$1 Million
- **Bikeways (MDOT)**
 - Bicycle connections - \$3-5 Million
- **Transportation Alternatives (SHA/MAP-21)**
 - Bicycles & Pedestrians - \$5 Million
- **Maryland Heritage Areas Program (MDP)**
 - All recreational users
- **Program Open Space (DNR)**
 - All recreational users





6


DORCHESTER
County of the Chesapeake

Recreational Trails Program

Terry Maxwell
Recreational Trails
Program
SHA Office of
Environmental Design

Recreational Trails Program


SHA
State Highway
Administration
Department of Transportation

- SHA Administered
- Development of motorized and non-motorized recreational trails
- For pedestrian uses (hiking, running, wheelchair use), bicycling, in-line skating, equestrian use, kayaking, cross-country skiing, off-road motorcycling, all-terrain vehicle riding, four-wheel driving



Travelers as well as residents are starving for authentic natural, historic, cultural, & recreational experiences



Star Spangled Banner Scenic Byway - Patuxent River

The RTP improves access to natural, cultural and historic resources



Trails, boardwalks, piers, pull-offs, interpretation, etc..

How Much?



- MD is apportioned approximately **\$1 million annually**
- Presently capped at \$30,000 per project for non-construction and \$40,000 for high quality construction projects
 - For the FY14 solicitation, we will consider lifting the \$40K cap for construction projects that score exceedingly high with our criteria.
- 80% federal funds to be matched 20% in-kind or cash
- Reimbursement based
- Can be sponsored by a government, private non-profit agency, community group or individual (with government co-sponsor)
- 50% goes to DNR; 50% goes to non-DNR projects



State Sub-allocations



- Legislation requires that States use
 - 40% for diverse recreational trail use
 - e.g. snowmobile/hiking trails (seasonal)
 - 30% for motorized recreation (waiver if necessary)
 - e.g. atv park/orv trails
 - 30% for nonmotorized recreation
 - 5% for education (optional)
 - 7% for administration (optional)



Eligible Trail Project Activities



- Construction, maintenance and restoration of Trails
- Development and rehabilitation of trail-side facilities
- Purchase and lease of trail construction or maintenance equipment
- Interpretive/educational programs
- Acquisition of easements or property
- *Will not cover planning/design/feasibility studies*



Construction of New Trails



Bike/Ped Facilities



Water Trails



Boardwalks/Viewing Platforms / Piers



Maintenance of Existing Trails



Development of Trail Facilities



Purchase Equipment



Interpretation/Education



Meadow Mountain Trail System









Project Approval Steps



- (March) Solicit for proposals via email/web to local parks, tourism, heritage areas, and planning offices as well as trail user group nonprofits
- (July) Proposal submitted to Maryland State Highway Administration (SHA)
- (August) Technical review & recommendations by SHA staff and Advisory Committee: composed of representatives from:
 - FHWA, MDOT, MDP, DNR, trail user groups such as mountain bikers, road bikers, ORV users, water trails users, nature trail users, local park users, etc...
- (August) Recommendations go to Director of the Office of Environmental Design for approval
- (September) Award letters to sponsors from the Director of the Office of Environmental Design
- (November) MOUs to sponsors from the Director of the Office Environmental Design



State/Federal Requirements



- Projects must meet Federal environmental and procurement requirements (NEPA, MEPA, Section 106, Section 4(f)). SHA will provide assistance to the project sponsor to acquire these approvals.
- PSE Requirements
- Must be implemented within 3-4 years of MOU



Preference to projects that...



- Provide **linkages** or completes existing transportation trails
- Enhances **heritage, nature, eco-tourism opportunities**. Is it along a byway, heritage area, Chesapeake Gateway, etc...?
- Provide **access** between community/school and natural, recreational, historic or cultural area





For more information:



Terry Maxwell
Office of Environmental Design
State Highway Administration
707 North Calvert Street
Baltimore,
tmaxwell@sha.state.md.us

Maryland Bikeways Program

Kate Sylvester
Bikeways Program

October 15, 2012

MDOT Office of Planning



Bikeways Program Overview



- **State-funded reimbursable grant program**
- **New program created in 2011**
- **Eligible applicants:**
 - Government agencies and transit entities, including County, municipal, state, MPOs, RPOs, and federal public lands agencies.

- Can partner with non-profit

29

Bikeways Program Overview



- **Program Goals:**
 - **Make bicycling a true transportation option in Maryland**
 - Maximize bicycle access to destinations (schools, transit, work, shopping, recreation, etc.)
 - Fill gaps in the state bicycle network
 - Support logical local road bicycle connections
 - Expedite trail development
 - Improve local partnerships
 - Act quickly

- 2 years to completion when MOU signed

30

Eligible Project Types



- **Feasibility and Design**
 - Evaluation and design for key bikeway connections.
 - Feasibility assessments may address preferred alignment, environmental review, right-of-way issues, ADA compatibility, local support, cost estimates.
- **Minor Retrofit**
- **Major Construction**

only program to fund design

31

Eligible Project Types



- **Feasibility and Design**
- **Minor Retrofit**
 - Bicycle route signing, striping, sharrows, drainage grate replacement, bike racks, short trail extensions
 - Can be located on local roads, state roads, or trails
- **Major Construction**

up to \$100,000

32

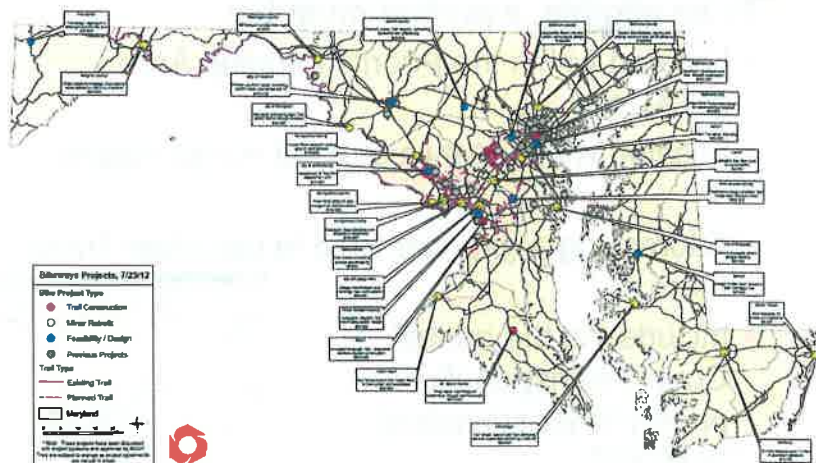
Eligible Project Types



- **Feasibility and Design**
- **Minor Retrofit**
- **Major Construction**
 - Trails, multi-use paths
 - Can be combined with federal funding sources, such as Transportation Enhancements/Alternatives and Recreational Trails

33

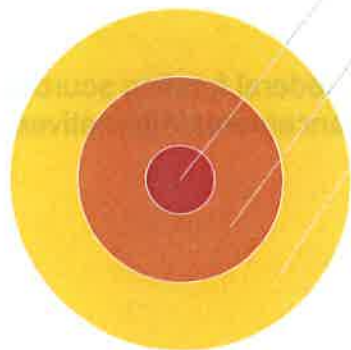
Current Projects



34

Available at <http://cycle.maryland.gov>

Targeting Bikeways Funding



Priority Areas
Eligible Areas
State of MD

35

Targeting Bikeways Funding



To be **eligible**, a project must be:

- Located within the Priority Funding Area (PFA), or
- Located within ½ mile of a rail transit station, or
- Addressing a gap identified in the State Trails Plan, or
- Included in the annual County transportation priority letter submitted to MDOT.



36

Targeting Bikeways Funding



Bikeways Priority Areas (lower match funds req'd)

- Rail transit station areas (within ½ mile)
- Planned missing links in State Trails Plan
- Sustainable Community Areas
- Maryland Main Streets
- Central business district/
major institution campus
- Census tract(s) at or below
60% of Area Median Income



37

Bikeways Requirements



- Period of Performance - Projects must be completed within 12-24 months of the grant agreement
- Design Guidelines
 - MDOT strongly encourages compliance with state and federal guidelines, but recognizes the need for flexibility in certain circumstances.
 - All Bikeways project should be designed for two-way bicycle travel. Paths should generally be at least 8-foot wide. 5-foot sidewalks are not eligible.
- Quarterly status reporting and a final report

38

Matching Funds



Project Type	Priority Area Maximum Bikeways Funding	Outside Priority Area Maximum Bikeways Funding
Feasibility Assessment/Design	80%	50%
Minor Retrofit	100%	50%
Major Construction*	30%	20%

* Match may include federal funds, such as TEP/TA. Local contribution is generally at least 20%.

39

Matching Funds, Example



Three Notch Trail Construction

- Total Project Cost: \$1.9M
 - Transportation Enhancements: \$900,000 (50%)
 - Bikeways Program: \$470,000 (22%)
 - St. Mary's County: \$470,000 (22%)
 - Other: \$60,000 (6%)

40

Bikeways Program Funding



- FY2012 -- \$2.2 Million
- FY2013 -- \$3.1 Million
- **FY2014 -- \$4.4 Million**
 - Expect to solicit grant applications Spring 2013, with applications due in May.
 - Applications will be posted to <http://cycle.maryland.gov>

one more funding year in their budget

41

Questions?




Please ask! We are happy to discuss potential projects and offer advice about eligibility, design guidelines, etc at any time.

Kate Sylvester, Community Planner
Office of Planning and Capital Programming
Maryland Department of Transportation
410-865-1304

ksylvester@mdot.state.md.us

42



Maryland Transportation Alternatives Program

Program Overview

Federal Funding Legislation

- The Transportation Alternatives (TA) Program was authorized by the most recent Federal Transportation Funding Act:
 - Moving Ahead for Progress in the 21st Century (MAP-21)
 - Signed into law on July 6, 2012
- TA Program redefines the former Transportation Enhancement Program activities

Purpose of the Transportation Alternatives Program

- TA projects are federally-funded community-based projects that:
 - Expand travel options
 - Improve the transportation experience by improving the cultural, historic, and environmental aspects of our transportation infrastructure



45

Program Eligibility

In order to be approved for federal funding, each project must:

- Be sponsored by an eligible agency or authority
- Be related to the surface transportation system
- Meet one or more of nine eligible categories listed in the federal legislation

46

Project Sponsors

- Local government
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School district, local education agencies or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails



Photo Credit: NTEC

47

Funding Allocation



- Each state receives a portion of federal TA Program funds designated for the Fiscal Year
 - A portion of each state's funding is allocated for the Recreational Trails Program
 - Remaining balance is allocated for TA projects:
 - 50% is sub-allocated to MPOs based on population
 - 50% may be obligated to any area of the state

48

Project Responsibilities



- **Sponsor:**
 - Design, project management, and construction
 - Maintenance activities for the lifespan of the project
- **SHA:**
 - Provides assistance with the TEP process requirements – invoicing, environmental permitting, reimbursement, etc.
 - Provides approvals during design, right-of-way and construction phases

49

Category 1

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including:
 - sidewalks
 - bicycle infrastructure
 - pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure
 - transportation projects to achieve compliance with the Americans with Disabilities Act of 1990



Example:

Rock Creek Hiker-Biker Trail Bridge

- Provides a connection for the Rock Creek Hiker-Biker Trail across Veirs Mill Road in Prince George's County
- Includes spur trails, stormwater management, signs, and lighting

50

Category 2

- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs



Photo Credit: Safe Routes to School National Partnership

Takoma Park Safe Routes to School

- Infrastructure improvements to Grant Avenue sidewalk, which connects to three schools
- Trail safety improvements at Takoma Park Middle School
- Intersection upgrades to reduce pedestrian crossing times at Maple and Sligo Avenues

51

Category 3

- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users



Photo Credit: Gazette.net

Example:
Chesapeake Beach Railway

- From the Kellam's Recreation Complex to Bayview Hills and Richfield Station
- Trail includes bridge and boardwalk construction

52

Category 4

- Construction of turnouts, overlooks, and viewing areas
- (insert pic)

Category 5

- Inventory, control, or removal of outdoor advertising

53

Category 6

- Historic preservation and rehabilitation of historic transportation facilities

Example:

Chesapeake & Ohio Canal
National Historic Park
-Rehabilitation of various Maryland segments of the canal and the adjacent towpath
-Construction of pedestrian bridges, for with safe access points to the towpath



54

Category 7

- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control



Photo Credit: NTEC

Example:

Native Plant Establishment and Integrated Roadside Vegetation Management

- Removal of invasive species, replacement with native grasses and wildflowers within SHA right-of-way
- Project areas in Various Counties

55

Category 8

- Archaeological activities relating to impacts from implementation of a transportation project **eligible under this title**

Example:

Archeological Surveys for Replacement of MD 328 Bridge over Tuckahoe Creek
-Phases I, II, and III archeological surveys and data recovery activities in Caroline and Talbert Counties
-Completed: September 2011



56

Category 9

- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats



Photo Credit: NTEC

Example:

Hoyes Run Gully and Erosion Repair

- Stream stabilization adjacent to Crabtree Bottom Road
- In Garrett County
- Re-grading floodplain, re-seeding vegetation, and creating step pools

-potential TMDL funding

57

Contact Information

Please contact us at any time to discuss potential projects, questions regarding eligibility, design guidelines, etc.

Transportation Enhancement Program
 Maryland State Highway Administration
 Regional and Intermodal Planning Division
 707 N. Calvert Street
 Baltimore, MD 21202

Jessica Silwick: 410-545-5653
Email: JSilwick@sha.state.md.us

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

58

