

Maryland State Highway Administration 2012 National Scenic Byways Funding Overview

The Maryland State Highway Administration (SHA) is pleased to invite the Maryland's Byways community to submit National Scenic Byway applications for FY12 byway funds. These funds, administered by the Maryland State Highway Administration, have the potential to bring numerous heritage tourism-related improvements across the State. Some of these improvements will enable communities to nominate their byways as National Scenic Byways or All-American Roads. The National Scenic Byway and All American Road Designations were established as part of the National Scenic Byways Program as a way to increase tourism, stimulate local economies and protect distinctive assets along byways in addition to identifying the country's most scenic and historically significant roads.

Funding

The Federal Highway Administration is now seeking grant proposals for National Scenic Byways Program funding considerations for FY 2012. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; P.L. 109-59, as extended to March 31, 2012, authorizes funding for half of FY 2012 at the FY 2011 level for the National Scenic Byways Program, subject to the obligation limitation. Approximately \$21.75 million should be available for award.

We will continue to consider more strategic investments in our FY 2012 National Scenic Byways Program grant awards process by further targeting our resources toward projects that provide the greatest long-term benefits. We are particularly focused on projects with substantial benefits and invite applications of large-scale high-cost planning, safety, and roadway infrastructure projects that provide strategic benefits within the National Scenic Byways Program. For more information on submitting an application to the National Scenic Byways Program for funding consideration, please see <http://www.bywaysonline.org/grants>.

Principles and Practices for Eight Categories of Eligible Project Activities

There are eight categories of eligible project activities. After reviewing the FY 2012 Grant Information, select the category that most completely reflects what will be accomplished by the proposed project. Respond to the Principles, Practices and "Complete Applications Include" sections of these instructions for the selected category as you prepare your application. The electronic application form will include additional statements to help applicants focus their proposals. See <http://www.bywaysonline.org/grants/>.

List of Eight Grant Categories:

- 1. State and Tribal Programs**
- 2. Corridor Management Plan**
- 3. Safety Improvements**
- 4. Byway Facilities**
- 5. Access to Recreation**
- 6. Resource Protection**
- 7. Interpretive Information**
- 8. Marketing Program**

Matching Requirements

Required funding participation by the project sponsor is known as the “match.” Match activities must be directly related to the proposed Scenic Byways Program project. Please visit the following web site for more information: www.bywaysonline.org/grants .

The project sponsor must provide a minimum match of 20 percent of the funding for those portions of the overall project that qualify for funding (cash is preferred over in-kind donations).

In-Kind Donations:

- The value of in-kind donations may be accepted as the State match when they are directly associated with the scenic byway project and the period during which it is undertaken. The in-kind donations include services, property, materials, and equipment. Donated services may be accepted from private sources but not government agencies.

	Private Entity	Local Government	State Government
Property or materials	Allowed	Allowed	Allowed
Services	Allowed	Allowed	Not allowed

- While government services may not be donated or credited toward the match, a government agency can be reimbursed for up to 80% of its expenses, including salaries, directly related to the scenic byways project .

Project Administration Costs

Each project should include an additional 5-20% for project administration costs for project management expenses.

Basic Application Requirements

Your project must be on a National Scenic Byway, All-American Road, State designated byway with a corridor management plan (CMP), or applying for CMP funds or note that a CMP will be 50% complete within the time frame that the project being applied for will be implemented.

Visit SHA’s website for details, concerning the location of Maryland’s Scenic Byways at: <http://www.roads.maryland.gov/Index.aspx?PageId=567>

Also, if your proposed project is along a byway with a corridor management plan, please coordinate with the following byway managers:

Chesapeake Country	Historic National Road
Gail Owings Kent County Government Planning 410-778-7475 gowings@kentgov.org	Tiffany Ahalt Maryland National Road Association 410-489-9100 tiffany@marylandnationalroad.org
Catoctin Mountain	Blue Crab
Christopher Haugh Tourism Council of Frederick County 301-228-2888 #8 chaugh1@fredco-md.net	Jay Parker Lower Eastern Shore Heritage Committee 410-651-4420 leshc1@aol.com
Harriet Tubman Underground Railroad	Charles Street
Amanda Fenstermaker, Director	Vaughan, Jason

Dorchester County Tourism 410-228-1000 amanda@tourdorchester.org	Trails and Byway Manager 443-984-3089 Jason.Vaughan@baltimorecity.gov
Lower Susquehanna	Religious Freedom
Mary Ann Lisanti Lower Susquehanna Greenway, Inc. 410-457-2482 maryannlisanti@comcast.net	Ms. Jennifer Pitts Southern Maryland Heritage Area Consortium 301-274-4083 JPitts@tccsmd.org
Star Spangle Banner	Michener's Chesapeake Country
Bill Penceck Maryland Department of Business and Economic Development 410-767-6289 BPenceck@choosemaryland.org	Debbi Dodson Talbot County Office of Tourism (410) 770-8000 ddodson@talbotcountymd.gov

Application Review and Approval Process

Eligible applications with complete information will be reviewed by the Scenic Byways Advisory Committee, which consists of staff representatives from the State Highway Administration, Office of Tourism Development, Department of Planning, and Department of Natural Resources and Department of Housing and Community Development. Applicants with high scoring applications will be forwarded to FHWA for final review.

Please submit electronic application via www.bywaysonline.org and 2 (two) original applications, by COB on December 16th to:

Terry Maxwell
Maryland Byways
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
(p) 410-545-8637
(f) 410-209-5003
tmaxwell@sha.state.md.us

Project Selection Criteria

Applications will be reviewed using administrative criteria and categorical criteria, listed below. The administrative criteria are outlined under the nine headings below or go to <http://www.bywaysonline.org/grants/application/information/>. Each eligible project must be within the corridor of a State or National Scenic Byway or All American Road. Each eligible project must be consistent with the CMP for that byway, or is intended to foster the development of such a plan. Projects proposed along managed byways and/or certified heritage areas must be coordinated with the byways/heritage area management entities.

Administrative Criteria

The law provides a general framework for the Secretary in making grants to States and Indian tribes. The Secretary also has the discretion to use additional administrative criteria. The following criteria are used in the consideration of projects for funding under the National Scenic Byways Program:

1. **Livability:** The U. S. Department of Transportation has made livable communities a high priority. Livable communities improve the quality of life in urban, suburban, and rural communities by promoting principles and projects that integrate land use, transportation, housing, and conservation of open green space and natural resources. In support of these larger efforts, we will give priority to eligible projects that can demonstrate a value-added livability component in addition to its relationship to the byway and the byway traveler.
2. **Greatest Strategic Benefits:** Funding will be targeted toward projects that provide the greatest strategic benefits. We are particularly focusing on projects with demonstrated benefits for the byway traveler and invite the application of large-scale, high-cost planning, safety, and infrastructure improvements to roadway facilities.
3. **State, Indian Tribe and Byway Priorities:** The Priority ranking of projects is a key factor in selecting projects for funding.
4. **Project Benefits:** A project should benefit the byway traveler, whether it will help manage the intrinsic qualities that support the byway's designation, shape the byway's story, interpret the story for visitors, or improve visitor facilities along the byway. The proposed amount of National Scenic Byways Program funds should be proportionate to the proposed project's benefits to byway travelers. We expect an applicant advancing a project benefiting the general public to propose a larger share of non-byways funds.
5. **Projects Meeting Critical Needs:** We encourage States and Indian tribes to give priority consideration to projects meeting critical needs on National Scenic Byways and All-American Roads relative to needs on State or Indian tribe scenic byways. Critical needs include activities to build and strengthen a sustainable organization, to manage byway activities, and to implement projects or other initiatives.
6. **Funding Expenditures:** States, Indian tribes and byways showing greater progress toward the completion of prior approved projects are considered better candidates for project selection.
7. **Ready to Implement:** Projects that can be obligated and begin soon after authorization to proceed are given preference. Obligating funds is the first step in ensuring the timely use of byways funds and fulfilling the Funding Expenditures criteria.
8. **Leveraging of Private or Other Public Funding:** Commitment of other funding sources to complement requested byway funding to enable more projects to be funded.

Policy Considerations

Restoring economic health and creating jobs through improvements in transportation infrastructure are among the highest priorities of the FHWA. In furtherance of these priorities, the FHWA will give priority consideration to projects and activities that create new jobs in the short-term and contribute to the economic competitiveness of the United States over the long-term. Applications are encouraged to explain how their project will contribute to increased employment and enhance economic competitiveness.

In addition to a project's transportation and economic benefits, when allocating funds to carry out the discretionary programs, the FHWA will also give consideration to providing an equitable and geographic distribution of funds.

Note: For information on FHWA discretionary programs, visit <http://www.fhwa.dot.gov/discretionary>.

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