



2024 Fall Conference at The Ashore Resort
Ocean City, Maryland
LPA and Federal Grant Process

Ray Moravec, P.E. and Cheryl Ladota

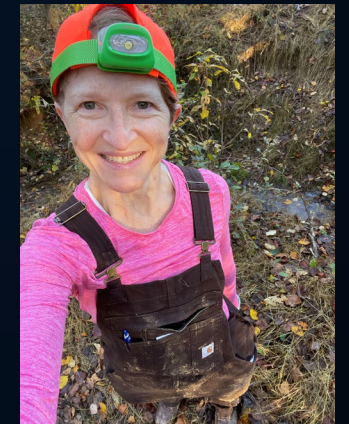
September 20, 2024

BIOGRAPHY

Ray Moravec has rejoined the Maryland Department of Transportation State Highway Administration (SHA) last September 2023 as the Director of Office of Planning and Preliminary Engineering (OPPE). He originally started his career in 1990 at SHA following his degree in Civil Engineering from Penn State University. Ray worked for 9 years at SHA before joining the consultant industry at URS Greiner in 1999 until 2007. At that time, he joined Wallace Montgomery and Associates for the next 16+ years as the Vice President for Planning at Wallace Montgomery. He is a registered Professional Engineer in Maryland, Virginia, and Delaware with over 33 years of experience in all phases and aspects of transportation planning and the NEPA process. Throughout his career, he has the pleasure on working on major project like the US 301 South Corridor Transit Study, the Woodrow Wilson Bridge Supplemental EIS, and served as the Environmental Manager for the First Record of Decision for the Baltimore Red Line LRT Project. His experience includes federal, state, county and municipality projects with a wide range of experience from highway and transit studies, ADA compatibility, bicycle/pedestrian design, traffic system management and operation studies, environmental technical studies and documentation, traffic operations/demand management analysis, noise analysis, land use analysis, and agency, public and elected official coordination and outreach. Ray was named the 2014 Maryland ASCE Engineer of the Year and 2015 Engineering Society of Baltimore Engineering of the Year. Ray currently serves as co-chair for the Maryland Quality Initiative Conference Committee and for effort in in support of quality throughout the transportation industry in January 2023, was presented the Pierce Flanigan, III Award of Excellence for Quality for his long-standing contributions to Maryland's transportation industry.



Ms. Cheryl Ladota is an Assistant Division Chief at the Maryland State Highway Administration (SHA). She has responsibility for the bicycle and pedestrian and federal grants programs. Her portfolio of grants includes Transportation Alternatives, Recreational Trails, Safe Routes to School, Scenic Byways, Carbon Reduction, Reconnecting Communities and Congressional Earmarks. Cheryl has worked for SHA for eight years. She has decades of experience in all aspects of program and project management. In her previous careers she has been a zookeeper and licensed social worker, both of which come in handy in her current role.



LPA and Federal Grant Process Opportunities and Challenges

Key Issues:

- SHA's role in supporting Counties with Federal Aid funded projects
 - Submitting a winning application
 - Understanding the requirement of Federal Grants
 - More and more varying types of grants
 - Staffing and Time Commitments
 - What challenges are you facing?
-
- 1.0 PDH

Presentation Overview



Federal Aid Highway Program Background



SHA Federal Grant Program Overview



Funding Availability and Fundamentals



Sponsor Roles & Responsibilities



Related Activities, Needs and Resources

Federal Aid Highway Program Background



THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) UNDER THE UNITED STATES DEPARTMENT OF TRANSPORTATION, IS RESPONSIBLE FOR OVERSEEING THE FEDERAL AID HIGHWAY PROGRAM.



FHWA REVIEWS AND APPROVES TRANSPORTATION PROJECT PLANS, ENSURES NEPA COMPLIANCE, MONITORS PROPERTY ACQUISITION ACTIVITY, AND ENFORCES REGULATIONS INCLUDING CIVIL RIGHTS LAWS THAT STATE AND LOCAL GOVERNMENTS ACCEPT AS A CONDITION OF USING THE FEDERAL AID.



FHWA DELEGATES THE RESPONSIBILITY FOR ADMINISTERING THE LOCAL GOVERNMENT FEDERAL GRANTS PROGRAM TO THE MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION (MDOT SHA).



SHA VERIFIES THAT FEDERAL AID PROGRAM DOLLARS ARE SPENT IN COMPLIANCE WITH ALL **STATE AND FEDERAL** REGULATIONS.



SHA PROVIDES GUIDANCE TO LOCAL PUBLIC AGENCIES (LPAS) IN THE DEVELOPMENT OF TRANSPORTATION ALTERNATIVES (TAP), RECREATIONAL TRAILS (RTP), SAFE ROUTES TO SCHOOL (SRTS), LOCAL BRIDGE (LB), CARBON REDUCTION (CRP) AND OTHER PROJECTS UTILIZING FEDERAL AID.

SHA Federal Grant Program Overview

LPA Programs with SHA Oversight

Transportation Alternatives

Recreational Trails

Safe Routes to School

Carbon Reduction

Highway Safety Improvement Program

Earmarks

National Scenic Byways Program

LPA Programs with FHWA Oversight

RAISE

Reconnecting Communities

Safe Streets and Roads for All

Neighborhood Access & Equity

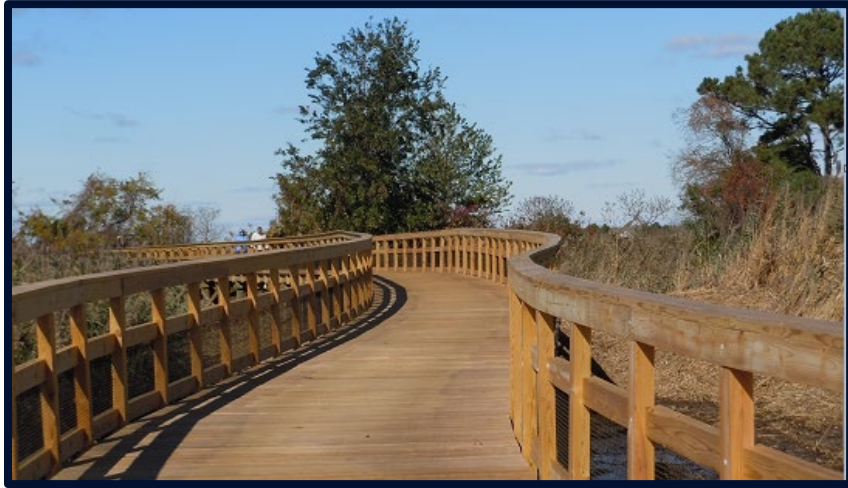
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Sample of Eligible Project Types

- Construction and maintenance of land- and water-based recreational trails and trail-related facilities for motorized and non-motorized recreational trail uses.
- On and off-road bicycle and pedestrian facilities.
- Infrastructure-related projects and systems that provide safe and accessible routes for non-drivers
- Conversion of use of abandoned railroad corridors for trails.
- Environment mitigation activities for transportation construction, stormwater and habitat connectivity.
- Vegetation management practices in transportation rights-of-way to improve roadway safety.
- Electric vehicles and EV charging stations.
- Advanced transportation and congestion management technologies

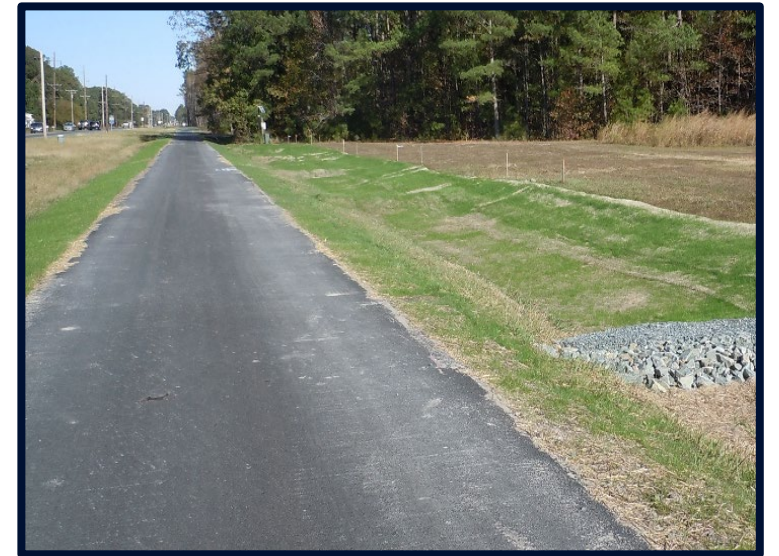


Project Examples



Queen Anne's County - Cross County Connector Trail in Grasonville

Montgomery County -
Nature Trail for All
Audubon Naturalist Society



Somerset County - MD RT 413, Phase 1

Federal Funding Project Phases



Planning

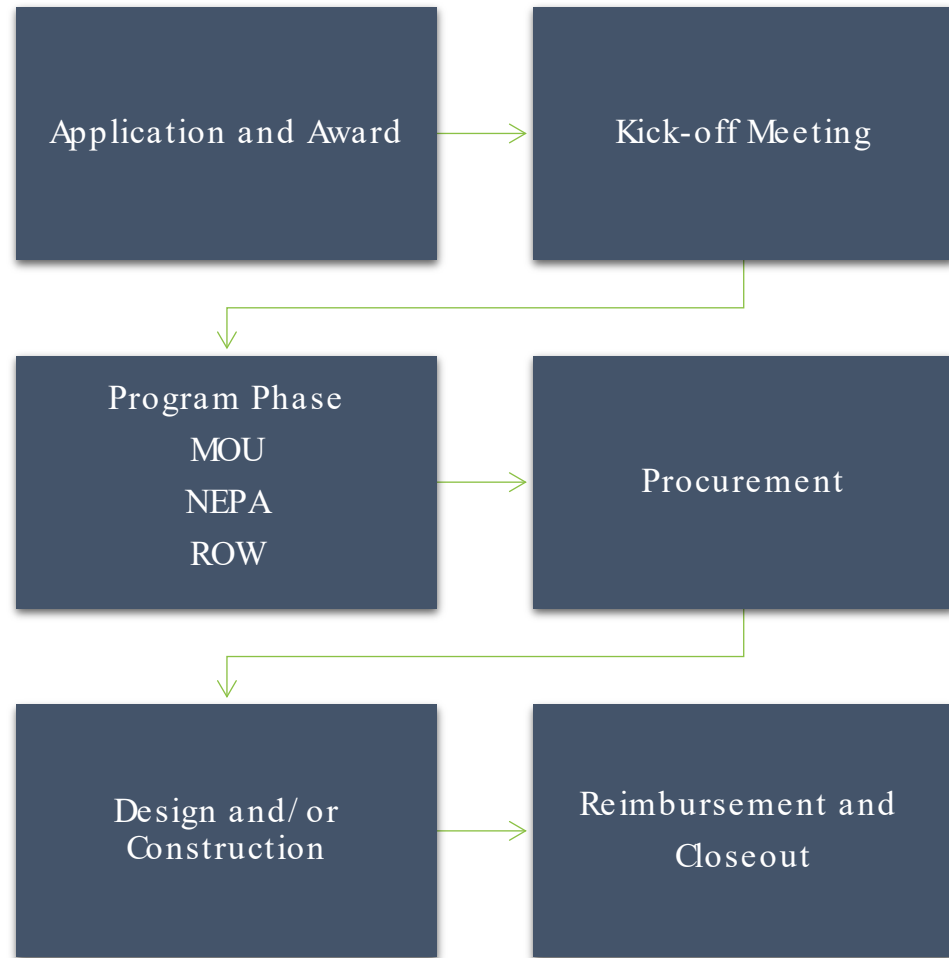
Preliminary Engineering

Final Design

Construction

Maintenance

Federal Funding Project Process



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



Funding Availability and Fundamentals

Most programs are 80% federal reimbursement and 20% local match.

Sponsor is also responsible for 20% match of the SHA project-related costs.

Some programs allow both cash, donations and in-kind match.

Programs will have different priorities but all have a competitive selection process.

	FY 2024 Appropriations
BRTB	\$4,664,856
MWCOG	\$3,764,590
WILMAPCO	\$78,417
State-Flex	\$11,618,542
Recreational Trails	\$1,112,384
Total	\$21,238,789

Sponsor Roles & Responsibilities

Project
Management

Adhere to all
milestone
requirements

Determine project
scope and cost

Respond to design
comments from
SHA

Hold public
meetings

Meeting Build
America, Buy
America
requirements

Obtain necessary
permits and right-
of-way

Obtain NEPA

Project reports and
meetings

Follow 23 CFR and
2 CFR

Submit compliant
invoices for
reimbursement

Comply with all
federal and state
regulations

Other Related Activities



Multi-agency Grants and Opportunities

- Multi-state for EV charging (both vehicular and truck)
- State grant opportunities with local match funding
- Multi-jurisdictional applications
- Planning versus Implementation
- Advantage of building from out plans (ex: SHSP, Resiliency Plan, VRU, mater plans, etc.)

Needs and Resources

Key Initiatives

- Federal Grant Local Assistance Contracts (new to SHA)
- Opportunities to optimize federal participation
- Relationship and competing program types (best funding sources)
- Advance identification of future grant applications
- Close coordination with MDOT TSO and other modes
- Identifying additional internal staffing needs
- Many new NOFO opportunities – not all USDOT
- Continued Improvement of Process and Procedures

QUESTIONS?

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