

## Maryland State Highway Administration National Scenic Byways Funds Overview

The Maryland State Highway Administration (SHA) is pleased to invite Maryland's Scenic Byways community to submit **Preliminary Applications** for FY09 Scenic byway funds, with a deadline date of May 1, 2009. 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

Transportation Equity Act generally authorizes for the National Scenic Byways Program approximately 148 million for all of the U.S. over six years for projects such as corridor management planning, promoting byways, scenic easements, etc. The Federal Highway Administration (FHWA) awards the funds competitively as grants. Generally, Maryland receives approximately \$1000,000, depending upon the merit of the projects submitted. These Federal funds administered by the State Highway Administration (SHA) are available for up to 80% of the project cost, matched by at least 20% funding from the project sponsor. With exception to Statewide projects, sponsors may request no more than \$100,000. Byways can be sponsored by a county or municipal government, a private non-profit agency, or a community group.

### Projects

Visit National Scenic Byways Online for details at: <http://www.bywaysonline.org/>

- Corridor Management Plans
- Tourist/interpretive information
- Marketing programs
- Design guideline publications
- Interpretive facilities
- Scenic overlook enhancements
- Recreational area access enhancements
- Protection in the form of easements of scenic, historic, recreational, cultural, natural, and archaeological resources adjacent to scenic byways. The purchase of resources is possible only after all other measures have been attempted. Check out this list of previously funded grants by visiting

### Basic Application Requirements

Your project must be on a National Scenic Byway, All-American Road or State designated byway. Visit SHA's website for details, concerning the location of Maryland's Scenic Byways at:

<http://www.marylandroads.com/exploremd/oed/scenicByways/scenicbyways.asp?id=H14+H12>

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

<b>Chesapeake Country</b>	<b>Historic National Road</b>
Jennifer H. Schmidt Byway Manager 410-438-3679 <a href="mailto:jschmidt@chesapeakebyway.org">jschmidt@chesapeakebyway.org</a>	Adele Air Byway Manager Maryland National Road Association 301-371-7531 <a href="mailto:mnra@comcast.net">mnra@comcast.net</a>
<b>Catoctin Mountain</b>	<b>Blue Crab</b>
Christopher Haugh Byway Manager	Sharon Scheuer Byway Manager

Tourism Council of Frederick County 301-228-2888 #8 <a href="mailto:chaugh1@fredco-md.net">chaugh1@fredco-md.net</a>	Lower Eastern Shore Heritage Committee 410-651-4420 <a href="mailto:leshcl@aol.com">leshcl@aol.com</a>
<b>Harriet Tubman Underground Railroad</b>	<b>Charles Street</b>
Amanda Fenstermaker, Director Dorchester County Tourism Byway Manager 410-228-1000 <a href="mailto:amanda@tourdorchester.org">amanda@tourdorchester.org</a>	Katie Callahan Trails and Byway Manager 346 City Hall Baltimore, MD 21202 <a href="mailto:katie.callahan@baltimorecity.gov">katie.callahan@baltimorecity.gov</a>
<b>Lower Susquehanna</b>	<b>Religious Freedom</b>
Mary Ann Lisanti Executive Director Lower Susquehanna Greenway, Inc. 4948 Conowingo Road Darlington, MD 21034 410-457-2482 <a href="mailto:maryannlisanti@comcast.net">maryannlisanti@comcast.net</a>	Teresa Wilson Historic Preservation Planner Department of Land Use & Growth Management PO Box 653, Leonardtown, MD 20650 301-475-4200 X 1549 <a href="mailto:Teresa.Wilson@co.saint-marys.md.us">Teresa.Wilson@co.saint-marys.md.us</a>

### 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, Maryland Department of Planning, Maryland Historic Trust, Maryland Department of Natural Resources, and County Tourism Offices.

**We are upgrading the content requirements and changing the solicitation process of the preliminary applications.** Preliminary applications should be submitted to the Maryland Scenic Byways Program at SHA by May 1st, 2009. With exception to Statewide projects, sponsors may request no more than \$100,000. In mid-June, the State Byway Advisory Committee will meet to prioritize projects. After the review, eligible projects sponsors will be invited to complete a National Scenic Byway application, which will be located at [www.grants.gov](http://www.grants.gov) late Summer, 2009. Preliminary Applications should be submitted to:

Terry Maxwell  
Maryland Scenic Byways  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202  
(p) 410-545-8637  
(f) 410-209-5003

### Project Selection Criteria

Applications will be reviewed using administrative and technical criteria. The administrative criteria is outlined under the seven headings below. The Scenic Byways Advisory Committee evaluates each application on the merits of its ability to **strengthen the byway corridor and/or collection of Maryland byways, improve quality and continuity of the byway travel experience, leverage investments, demonstrate partnerships, demonstrate a public benefit, level of significance and level of designation.** 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 (for more information, see FY04 NSB Guidelines at [www.bywaysonline.org](http://www.bywaysonline.org))

- **Strengthens the statewide collection of Maryland byways or byway corridor (0-10)**

- Statewide project
  - Direct benefit to collection/critical void (brochures, signs, CMP) 10
  - Indirect benefit (marketing studies, guidelines) 8
- Corridor wide project
  - Seed Grant 10
  - Direct benefit/critical void (brochures, signs) 6
  - Indirect benefit (marketing studies, guidelines) 4
- Site specific project
  - Direct benefit/critical void (brochures/marketing, signs) 2
  - Indirect benefit 1
  - No corridor-wide benefit/non-critical 0
- **Improve Quality and Continuity of Byway Traveler Experience (0-10)**
  - Direct benefit /critical void (brochures, series of panels, CMP, seed grant) 10
  - Direct benefit (brochures/marketing, restoration of building) 8
  - Indirect benefit (marketing studies, training, guidelines) 6
  - Site specific direct benefit / critical void (motor coach access) 4
  - Site specific direct benefit / non critical void (one panel) 2
  - Site specific with low benefit (street lights) 0
- **Matching Funds / Leverage other Byway Investments (0-10):**
  - Full cash/materials which complement the byways project 10
  - Full cash/materials which partially complement the byways project 8
  - Cash and in-kind services which complement the byways project. 6
  - In-kind services which complement the byways project 4
  - In-kind services partially complement the byways project 2
  - In-kind services which do not complement the byways project 0
- **Demonstrated Byway Organization/County/Community-based Partnerships.**  
**Can be shown through letters of support. (0-10):**

\*Ideal county partnerships includes compliance with CMP (if exists), coordination with byway management and heritage area entity (if exists) as well as commitments of participation from planning, tourism and preservation offices and executive or commissioner endorsements;

\*Ideal community partnerships includes compliance with CMP (if exists), coordination with byway and heritage area management entity (if exists) as well as commitments of participation from municipalities, landowners, preservation and economic development non-profits, etc...

  - Statewide project (doesn't include CMP projects) 10
  - Strong county and community-based partnerships 8
  - Strong county with minimal community-based partnerships 7
  - Strong community-based with minimal county partnerships 6
  - Minimal county and minimal community-based partnerships 5
  - Minimal county with weak community-based partnerships 4
  - Minimal community-based with weak county partnerships 3
  - Minimal county with no community-based partnerships 2
  - Minimal community-based with no county partnerships 1
  - No county and community-based partnerships 0
- Level of significance of byway's or project site's intrinsic qualities (1-10)
  - National significance 10
    - Outstanding and unique intrinsic quality(s) along byway or at project site representative of a geo-area encompassing two or more states

- High quality resources
- (Concerning CMPs, intrinsic resources covers entire corridor)
- Statewide significance with high quality (& quantity of) resources 8
- Statewide significance average quality (& quantity of) resources 6
- Regional significance 4
- Local significance 2
- No significance 0
- Demonstrates Public Benefit (0-7)
  - Will generate economic benefit / foster sustainability 7
  - Could generate economic benefit / foster sustainability 5
  - Does not generate economic benefit / foster sustainability 0
- Level of Designation (1-4)
  - Statewide project (includes CMP projects) 4
  - Along an All-American Road 3
  - Along a National Scenic Byways 2
  - Along a byway with a CMP 1

**TECHNICAL CRITERIA (project management capabilities)**

- Administrative Capability: (0-4)
  - Project sponsor has a high potential to use funds in a timely manner 4
  - Project sponsor has a medium potential to use funds in a timely manner 2
  - Project sponsor has a low potential to use funds in a timely manner 0
- Project Readiness: (0-4) Can the project begin?
  - Ready to start in 1 year 4
  - Project start uncertain 0

**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](http://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 .

**Additional Information**

Terry Maxwell

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Baltimore, MD 21202  
410-545-8637 (p)  
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