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Funding: Apply for grants for investments in cycling infrastructure

Heruntergeladen am 03.07.2025

<https://fimportal.de/xzufi-services/141016810/L100027>

Modul	Sachverhalt
Leistungsschlüssel	99400083017000, 99400083017000
Leistungsbezeichnung I	Funding: Apply for grants for investments in cycling infrastructure
Leistungsbezeichnung II	
Typisierung	4a - Land: Regelung und Vollzug
Quellredaktion	Mecklenburg-Vorpommern
Freigabestatus Katalog	unbestimmter Freigabestatus
Freigabestatus Bibliothek	unbestimmter Freigabestatus
Begriffe im Kontext	
Leistungstyp	Leistungsobjekt mit Verrichtung
Leistungsgruppierung	Förderprogramme (400)
Verrichtungskennung	Bewilligung (017)
SDG-Informationsbereich	nicht SDG-relevant

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Lagen Portalverbund	
Einheitlicher Ansprechpartner	Nein
Fachlich freigegeben am	11.03.2025
Fachlich freigegeben durch	Ministry of Economic Affairs, Infrastructure, Tourism and Labor Mecklenburg-Vorpommern
Handlungsgrundlage	https://www.landesrecht-mv.de/bsmv/document/VVMV-VVMV000012129 https://bmdv.bund.de/SharedDocs/DE/Anlage/StV/verwaltungvereinbarung-sonderprogramm-stadt-und-land.pdf?__blob=publicationFile https://www.landesrecht-mv.de/bsmv/document/VVMV-VVMV000012129 https://bmdv.bund.de/SharedDocs/DE/Anlage/StV/verwaltungvereinbarung-sonderprogramm-stadt-und-land.pdf?__blob=publicationFile
Teaser	The aim of the federal funding program is to develop a safe cycling system that is planned in seamless networks and can be used with minimal downtime. The funding program is not aimed at citizens, but at municipalities and districts.
Volltext	<p>Who is supported?</p> <p>Municipalities, associations of municipalities and districts</p> <p>What is funded?</p> <p>In principle, all investments in cycling infrastructure can be funded. This initially includes the construction of new cycle paths. However, the program goes much further.</p> <p>For example, the following can be funded</p> <ul style="list-style-type: none"> • New construction, conversion and expansion including the necessary planning services of third parties (outside the public administration) and the necessary land acquisition of: roadside cycle paths that are as separate as possible from motorized individual

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traffic (MIV) as well as cycle lanes and protective strips including their structural separation from motor vehicle traffic independent cycle paths cycle lanes and cycle zones cycle path bridges or underpasses junctions that reduce complexity, separate traffic flows, provide fully safe guidance for cyclists and/or consistently remove visual obstructions, as well as the construction of safety islands and/or clearly advanced stop lines Cycle priority routes

This also includes the elements required for traffic safety reasons in the technical equipment of the routes, including lighting and signage based on the information sheet on signposting for cycle traffic.

- New construction, conversion and expansion of facilities for stationary traffic, including the necessary planning services of third parties (outside the public administration) for bicycles and cargo bikes from: Parking facilities such as leaning brackets, double-decker parking systems or bicycle boxes Bicycle parking garages at important sources/destinations of bicycle traffic
- operational measures to optimize the flow of traffic for cyclists, the coordination of consecutive traffic lights, separate green phases for different traffic flows to improve the safety of cyclists or the flow of traffic for cyclists
- Creation of necessary cycling concepts by third parties (outside the public administration). The expenses for this are only eligible for funding as anticipated planning costs together with the implementation of the first subsequent investment measure.
- Grants can be awarded in justified individual cases for pedestrian traffic projects that are structurally separate from cycling. The prerequisites are that the proportion of expenditure for pedestrian traffic is lower than the proportion of expenditure for cycling and that the project is a jointly planned and constructed cycling and pedestrian traffic project with a related content.
- In justified individual cases, grants can also be awarded for joint footpaths and cycle paths if the construction of a separate cycle path is not feasible

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and disproportionate.

How is funding provided?

The grant is awarded as project funding in the form of an earmarked, non-repayable allocation as partial funding. The grants generally amount to up to 75 percent of the eligible expenditure of the respective project; in the case of financially weak municipalities up to 90 percent.

Grants can be awarded for the renovation and upgrading of cycle paths or cycle infrastructure and the elimination of accident blackspots if the eligible expenditure is at least EUR 10,000 for financially weak municipalities and at least EUR 30,000 for non-financially weak municipalities. A municipality is financially weak if its long-term ability to pay is at risk or has ceased to exist. The assessment of whether a municipality's long-term ability to pay is at risk or has ceased to exist is based on the computer-aided budget assessment and information system for municipalities (RUBIKON) with the data from the current budget planning.

Erforderliche Unterlagen

- Completed application (template on the homepage of the Mecklenburg-Vorpommern State Funding Institute)
- The following current documents (if applicable) must be submitted with the application (digital transmission only): Project description time schedule RUBIKON extract Proof of funding from other public bodies For financially weak municipalities (orange or red according to RUBIKON): Statement from the responsible legal supervisory authority Construction description including planning documents with detailed cost estimate Site plan and relevant drawings Documentation of the maintenance concept (for new construction, conversion and expansion of cycling facilities) Cycling concept or network and an explanation of how the measure fits into it and how it takes into account the long-term maintenance of the funded measure In the case of new construction, conversion and expansion of cycling facilities located on a long-distance cycle route or circular route for tourists: confirmation of use by everyday cyclists as

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	well an explanation of why the measure as a whole has a positive prognosis with regard to the potential shift from motor vehicles to bicycles
Voraussetzungen	<p>The prerequisite for the granting of a subsidy is that the project</p> <ul style="list-style-type: none"> • increases the attractiveness and safety of the cycling infrastructure through targeted improvements, contributes to the creation of continuous networks and is planned and implemented at least in accordance with nationally recognized technical regulations; exceptions must be limited to short sections and justified, • has its own traffic significance, particularly for commuter or everyday traffic, and has a positive overall prognosis with regard to the potential for a shift from motor vehicles to bicycles, • does not exclusively serve or is intended to serve tourist traffic, • is planned and implemented as part of an integrated transport concept or at least a cycling concept or cycling network, • can be operated and maintained permanently, safely and sustainably - including winter maintenance - by the road authorities.
Kosten	none
Verfahrensablauf	The application for approval requires a specific form. The Mecklenburg-Vorpommern State Funding Institute provides a form on its website which must be signed and sent to the approval authority within 14 days of being submitted electronically. Attachments to the application must be submitted electronically.
Bearbeitungsdauer	The application must contain all the information required to assess the necessity and appropriateness of the grant. Additional documents must be submitted at the request of the approval authority. The application can only be finally processed once all required documents and the signed original application have been submitted.
Frist	11.03.2025 - 31.12.2030

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weiterführende Informationen	<p>https://www.balm.bund.de/SharedDocs/Downloads/DE/Foerderprogramme/Radverkehr/Sul_SP_Sul_FAQ_Extern_25102024.pdf?__blob=publicationFile&v=2</p> <p>https://www.regierung-mv.de/Landesregierung/wm/Infrastruktur/Radverkehr/foerderprogramm-stadt-und-land/</p> <p>https://www.balm.bund.de/SharedDocs/Downloads/DE/Foerderprogramme/Radverkehr/Sul_SP_Sul_FAQ_Extern_25102024.pdf?__blob=publicationFile&v=2</p> <p>https://www.regierung-mv.de/Landesregierung/wm/Infrastruktur/Radverkehr/foerderprogramm-stadt-und-land/</p>
Hinweise	<p>The applicant undertakes to implement the cycling facility or facilities applied for funding in accordance with the state of the art and the applicable regulations (in particular the "Recommendations for Cycling Facilities (ERA)", including with regard to cycling guidance at junctions and the expansion parameters of cycle paths).</p>
Rechtsbehelf	<p>Objections can be lodged with Landesförderinstitut Mecklenburg-Vorpommern, Division of Norddeutsche Landesbank Girozentrale, Werkstraße 213, 19061 Schwerin</p>
Kurztext	<ul style="list-style-type: none"> • Grants for investments in cycling infrastructure • The grant is based on the administrative agreement between the federal and state governments on the special "Urban and Rural" program. • The aim of the federal funding program is to develop a safe cycling system that is planned in seamless networks and can be used with minimal downtime. • The approval authority is the Mecklenburg-Vorpommern State Funding Institute, where applications must be submitted. • Approval must be obtained from the Federal Office for Logistics and Mobility (BALM) before a grant notification is issued.
Ansprechpunkt	
Zuständige Stelle	<p>Mecklenburg-Western Pomerania State Development Institute</p>

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Formulare	https://www.lfi-mv.de/foerderfinder/radwegebau-sonderprogramm-stadt-und-land/ https://www.lfi-mv.de/foerderfinder/radwegebau-sonderprogramm-stadt-und-land/
Ursprungsportal	Funding: Apply for grants for investments in cycling infrastructure, Förderung: Zuwendungen für Investitionen in die Radverkehrsinfrastruktur beantragen