

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #23-22**

**AMENDMENT TO THE 2023 – 2026 BALTIMORE REGION  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne’s as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Annapolis Transit; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2023-2026 Transportation Improvement Program for the Baltimore region at its August 23, 2022 meeting, with federal approval on September 7, 2022; and

**WHEREAS**, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

**WHEREAS**, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

**WHEREAS**, MDOT Maryland Port Administration (MPA) has requested approval of one amendment to the 2023-2026 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, MDOT MPA is requesting to amend the 2023-2026 TIP to add the Masonville Cove Connector: Shared Use Path Design and Construction project. MDOT MPA is adding funds for engineering in FY 2023-2024, planning in FY 2023-2025, and Construction in FY 2025 necessitating the amendment of this project in the 2023-2026 TIP (see attachment); and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Fixing America’s Surface Transportation Act are met; and

**WHEREAS**, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to maintaining bridges in a state of good repair; and

**WHEREAS**, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

**WHEREAS**, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on May 2, 2023.

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2023-2026 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on May 23, 2023.

5-23-23

\_\_\_\_\_  
Date



\_\_\_\_\_  
Sam Snead, Chair  
Baltimore Regional Transportation Board

**Masonville Cove Connector: Shared Use Path Design and Construction**

<b>TIP ID</b>	32-2301-03	<b>Year of Operation</b>	2025
<b>Agency</b>	Maryland Port Administration	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2-mile trail
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,681,900

**Description:**

This project includes design and construction of a shared use path along Frankfurst Avenue in Baltimore City. The trail is expected to span between Masonville Cove, which is the Nation’s first Urban Wildlife Refuge Partnership, and Hanover Street. At Hanover Street, the trail will link to the existing Gwynns Falls Trail and proposed Bay Brook Connector for over 20 miles of trail access. This project was identified as a part of the alternative multimodal transportation feasibility study which concluded in 2018 and was included in the 2017-2020 TIP utilizing FHWA Federal Lands Access Program Funds. As a part of the design process, stakeholder coordination, environmental coordination including National Environmental Policy Act, surveys, utility coordination, roadway design, traffic maintenance, and landscape design will be conducted. Right of way coordination will also be conducted along the planned trail.

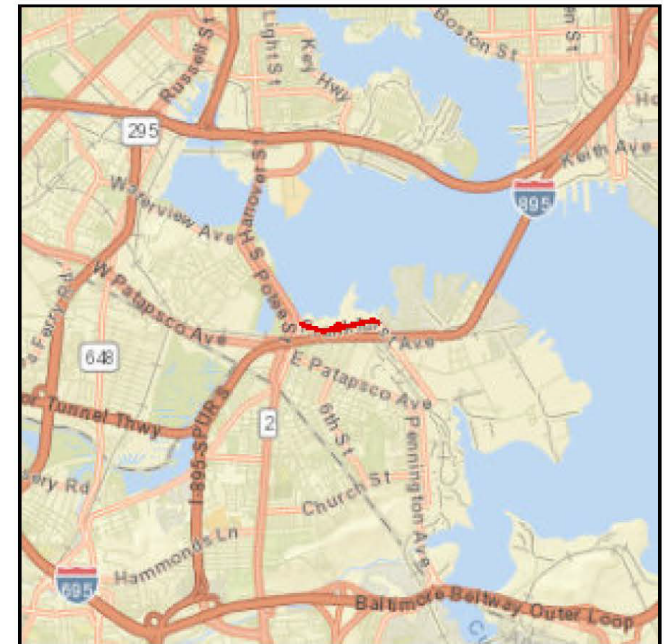
**Justification:**

Masonville Cove, which was designated as the Nation’s first Urban Wildlife Refuge Partnership, reconnects communities to the water by providing public access to the shoreline, piers, and trails. However, the local community faces hurdles in safely accessing the site, which were explored through a 2019 outreach and education campaign. The addition of this trail will provide safe, convenient, and equitable access to Masonville Cove and the surrounding area. The establishment of this trail will connect to over 20 miles of existing and planned trails to provide access to local amenities including a regional hospital, neighborhoods, and light rail stations.

**Amendment:** This amendment adds a new project to the FY 2023-2026 TIP that includes \$630,000 of engineering funds in FY 2023-2024 (\$504,000 federal/\$126,000 matching), \$677,000 of construction funds in FY 2023 (\$542,000 federal/\$135,000 matching), \$140,000 of right of way funds in FY 2024 (\$112,000 federal/\$28,000 matching), \$21,000 of planning funds (\$18,000 federal/\$3,000 matching) and \$54,000 of “other” funds (\$44,000 federal/\$10,000 matching). Funding will be used to design and construct a shared-use path along Frankfurst Avenue between Masonville Cove and Hanover Street. The total project cost is \$1,681,900.

**Connection to Long-Range Transportation Planning Goals:**

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.





### Masonville Cove Connector: Shared Use Path Design and Construction

(Funding in Thousands)

**Federal Lands Access Program** -NEW

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$542	\$0	\$0	\$0	\$542
OTH	\$22	\$0	\$22	\$0	\$0	\$0	\$0	\$0	\$44
ENG	\$252	\$0	\$252	\$0	\$0	\$0	\$0	\$0	\$504
PL	\$6	\$0	\$6	\$0	\$6	\$0	\$0	\$0	\$18
ROW	\$0	\$0	\$112	\$0	\$0	\$0	\$0	\$0	\$112
<b>Subtotal</b>	<b>\$280</b>	<b>\$0</b>	<b>\$392</b>	<b>\$0</b>	<b>\$548</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,220</b>

**Federal Lands Transportation Program** -NEW

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$135	\$0	\$0	\$135
OTH	\$0	\$5	\$0	\$5	\$0	\$0	\$0	\$0	\$10
ENG	\$0	\$63	\$0	\$63	\$0	\$0	\$0	\$0	\$126
PL	\$0	\$1	\$0	\$1	\$0	\$1	\$0	\$0	\$3
ROW	\$0	\$0	\$0	\$28	\$0	\$0	\$0	\$0	\$28
<b>Subtotal</b>	<b>\$0</b>	<b>\$69</b>	<b>\$0</b>	<b>\$97</b>	<b>\$0</b>	<b>\$136</b>	<b>\$0</b>	<b>\$0</b>	<b>\$302</b>
<b>Total</b>	<b>\$280</b>	<b>\$69</b>	<b>\$392</b>	<b>\$97</b>	<b>\$548</b>	<b>\$136</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,522</b>