

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD**

**RESOLUTION #25-5**

**ENDORSE APPLICATIONS FOR FEDERAL ASSISTANCE THROUGH  
THE TRANSPORTATION ALTERNATIVES SET-ASIDE**

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB) 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 Central Maryland RTA as a representative of public transportation; and

**WHEREAS**, the Infrastructure Investment and Jobs Act (Division A – Surface Transportation) continues with a set-aside of the Surface Transportation Block Grant (STBG) program providing funding for transportation alternatives with a defined set of eligible categories; and

**WHEREAS**, a portion of transportation alternatives set-aside funding is sub-allocated to metropolitan areas over 200,000 in population to the designated Metropolitan Planning Organizations to conduct a competitive application process for that portion of the state's funding in a manner identical to funding under the prior TAP; and

**WHEREAS**, the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved criteria for selecting projects as follows: 1) federal program eligibility and goals, 2) state planning goals, 3) regional and local planning goals, 4) health, environmental and community impact, and 5) program effectiveness. Projects will be consistent with the ten federally eligible categories identified for transportation alternatives funds and include: 1) provision of pedestrian and bicycle facilities; 2) safe routes for non-drivers; 3) conversion of abandoned railway corridors to trails; 4) scenic turnouts and overlooks; 5) outdoor advertising management; 6) historic preservation and rehabilitation of historic transportation facilities; 7) vegetation management; 8) archaeological activities; 9) stormwater mitigation; and 10) wildlife management; and

**WHEREAS**, eight applications for funding from the Surface Transportation Block Grant set-aside for transportation alternatives for the Baltimore region were reviewed utilizing established criteria.

**NOW, THEREFORE BE IT RESOLVED** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved the following applications (Attachment 1) for funding with the money allocated directly to the Baltimore region.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 23, 2024 meeting.

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Date

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Anthony Russell, Chair  
Baltimore Regional Transportation Board

**Applications to the 2025 Surface Transportation Block Grant set-aside for  
Transportation Alternatives**

<b>Baltimore Region Urban Area</b>	
<i>Project name/limits:</i>	<b>Bluewater Blvd Shared-Use Path:</b> Route 175 to Bluewater Boulevard
<i>Project sponsor:</i>	Anne Arundel County Office of Transportation
<i>TAP request:</i>	<b>\$708,000</b>
<i>Total cost:</i>	\$973,500
<i>Project description:</i>	This project would construct a 10-foot wide shared-use path along Bluewater Blvd to connect two existing shared-use paths. Completion of this approximately 0.5-mile segment from the Rt. 175 sidepath to an existing sidepath on Bluewater Blvd. would complete a major piece of the bicycle and pedestrian spine network providing regional connections via the WB&A Trail into Prince George's County and ultimately Washington DC. Closing the gap would also allow a large population to make short trips to many destinations via bicycle, including Ft. Meade, commercial on MD 175, Arundel Mills Mall, and ultimately BWI Airport.
<i>Plan goals:</i>	The goal of this project is to provide safe, comfortable non-vehicular access to many key attractors along Anne Arundel County's major bicycle and pedestrian spine network.
<i>Suggested award:</i>	\$-

<i>Project name/limits:</i>	<b>South Shore Trail Phase 4a:</b> South Shore Trail Phase I at Waterbury Road to Marbury and Crownsville Roads
<i>Project sponsor:</i>	Anne Arundel County
<i>TAP request:</i>	<b>\$4,415,123.20</b>
<i>Total cost:</i>	\$6,070,794.40
<i>Project description:</i>	This project would construct a 10-foot wide asphalt trail for walkers, runners, and bicyclists. The project length is approximately 2.44 miles. The trail will connect to South Shore Trail Phase I at Waterbury Road and Crownsville Park near the intersection of Marbury Road and Crownsville Road. This trail would provide access to many businesses and services such as dental offices, veterinarian facilities, restaurants, garden centers and an inn. Crownsville Park is currently being redeveloped by the County to include several throughways that will allow access to Bacon Ridge Trail; Waterworks Park; The Anne Arundel County Fairgrounds, Indian Creek School, the Eisenhower Golf Course, and Annapolis Waterworks Park.
<i>Plan goals:</i>	The goals of the project are to continue building the South Shore Trail and provide pedestrians and bicyclists an additional length of trail to traverse.
<i>Suggested award:</i>	\$-

<b>Baltimore Region Urban Area</b>	
<i>Project name/limits:</i>	<b>Greenway Trails Network-Druid Lake Park to Lake Montebello:</b> East Drive to Hillen Road
<i>Project sponsor:</i>	Baltimore City
<i>TAP request:</i>	<b>\$18,201,397.60</b>
<i>Total cost:</i>	\$25,026,921.70
<i>Project description:</i>	This project would construct a new 12-foot trail between Lake Montebello and Druid Park Lake Drive for active transportation connecting to key transit routes, job centers, schools, and other points of interest. The project length is approximately 2.8-miles, encompassing a multi-use trail corridor that runs from East Drive at Pool Service Drive in Druid Hill Park, along Wyman Park Drive to Charles St. to E 33rd Street, to Hillen Road by Lake Montebello, connecting to the northern gateway of Herring Run Park and Trail.
<i>Plan goals:</i>	The Baltimore Greenway Trails Network - Druid Hill Park to Lake Montebello Segment will expand the mileage of the Baltimore Greenway Trails Network and will significantly increase the connectivity of existing trails, amplifying the power of the trails network to provide an alternative means of getting around the City. Additionally, this particular trail corridor runs along heavily-traveled, high-speed roads that lack bicycle infrastructure, making bicyclists and pedestrians vulnerable to injury and death. The trail will provide safe, off-road access for active transportation modes, reducing conflicts with vehicles.
<i>Suggested award:</i>	\$-

<b>Baltimore Region Urban Area</b>	
<i>Project name/limits:</i>	<b>Rails to Trail Crossing 27:</b> Watkins Park to Center Street
<i>Project sponsor:</i>	Town of Mount Airy
<i>TAP request:</i>	<b>\$600,000</b>
<i>Total cost:</i>	\$825,000
<i>Project description:</i>	This project would design a trail connection from Watkins Park to Center Street by crossing State Highway 27. The trail would connect with an existing rails to trails segment and a future extension of Center Street. The project length is approximately 150 feet. The project aims to transform the decommissioned railway tracks into a multi-use trail, enhancing connectivity and providing recreational opportunities for the community. The trail's starting point at Watkins Park is a strategic location, offering easy access to park amenities and serving as a central hub for trail users.
<i>Plan goals:</i>	The primary purpose of the project is to repurpose unused railway tracks into a multi-use trail that promotes outdoor activities and sustainable transportation options. The goal is to extend the trail eastward across State Highway 27, improving connectivity and accessibility for the local community, thereby encouraging more people to engage in walking, biking, and other recreational activities in a safe and scenic environment. This extension also aims to boost local tourism and contribute to the economic development of the area.
<i>Suggested award:</i>	\$-

<b>Baltimore Region Urban Area</b>	
<i>Project name/limits:</i>	<b>Safe Routes to School Cecil Elementary:</b> Between East 22nd Street, Kirk Avenue and Cecil Avenue
<i>Project sponsor:</i>	Baltimore City Department of Planning
<i>TAP request:</i>	<b>\$177,610</b>
<i>Total cost:</i>	\$247,371
<i>Project description:</i>	This project would design intersection improvements and enhancements such as mid-block traffic calming and intersection realignments with the intention to improve the safety and multi-modal travel to and from the school and area recreational facilities. The project length is approximately 3,000 feet. The enhancements will focus on curb extensions to reduce pedestrian crossing distances, improved crosswalk markings, back angle parking, and road restriping.
<i>Plan goals:</i>	The primary goal of this project is to provide safer access to and from the school building and nearby facilities used by students, such as the recreation center, pending community playlot project, and an after-school childcare center. This would be accomplished by delineating travel ways and on-street parking, further encouraging complete stopping at intersections and roadways surrounding the school, discouraging wrong way travel at the Kirk and Homewood intersection, discouraging parking encroachment on sidewalks and encouraging driver awareness in a school zone, shortening crossings with curb extensions, and improving visibility with crosswalk markings and improving sightlines.  Additionally, goals include fostering a better sense of place for the Cecil elementary community and improving travel and parking for the surrounding community
<i>Suggested award:</i>	\$-

<b>Baltimore Region Urban Area</b>	
<i>Project name/limits:</i>	<b>Jones Falls Gateway:</b> Along Falls Rd/Lanvale St from the CSX bridge north of West North Ave overpass to Charles St
<i>Project sponsor:</i>	Baltimore City Department of Transportation
<i>TAP request:</i>	<b>\$9,809,522</b>
<i>Total cost:</i>	\$13,488,092
<i>Project description:</i>	This project would construct a 10 to 14 foot wide segment of the Jones Falls Trail on the south side of Falls Rd along with a planted separator and street lighting. This approximately 0.5-mile long project would replace the current Jones Falls Trail segment which has maintenance needs and is not safe, accessible, or inviting. Trail users are currently forced to traverse Falls Rd. multiple times and navigate unsafe routes under railroad and vehicular bridges to reach the Penn Station transit hub and points south. This trail segment will create an enhanced, accessible and contiguous shared-use path connection to the area around Penn Station, currently under redevelopment and soon to be a state designated transit-oriented development district.

<i>Plan goals:</i>	The primary goal of the project is to resolve a gap in the Jones Falls Trail that prevents usability for Baltimore's main north-south active transportation corridor. Beyond improving the Jones Falls Trail, this project would facilitate connections to the Maryland Ave. and North Ave. protected bike lanes, converting what is now a barrier into a junction for the City's trail networks. Outside of creating a safe, continuous and accessible trail, the project brings enhanced wayfinding to the trail and surrounding communities and artistic lighting under the CSX, North Ave. and Howard St. bridges. These improvements help draw users from surrounded areas and build identity for the infrastructure of the Jones Falls Valley.
<i>Suggested award:</i>	\$-

<b>Aberdeen Bel Air Urban Area</b>	
<i>Project name/limits:</i>	Connecting Communities to Schools Across US 40: Havre de Grace Elementary/Middle/High Schools to the west side of US 40
<i>Project sponsor:</i>	City of Havre de Grace
<i>TAP request:</i>	<b>\$120,000</b>
<i>Total cost:</i>	\$150,000
<i>Project description:</i>	<p>This feasibility project would identify the potential for pedestrian and bicycle paths in two locations. The first location would start at Greenway Farms subdivision, connect to Lewis Lane using a combination of public/private connections through subdivisions, internally from Greenway Farms Subdivision, Peace Chance Dr. - Bulle Rock Subdivision, proposed Lampson Subdivision and Bayview Subdivision to Lewis Lane and ultimately across US 40 to the Middle/High school and Elementary school.</p> <p>The second location would start at Bulle Rock Parkway-roundabout along Chapel Road down to the US 40 intersection and ultimately to Middle/High school and Elementary school, while also connecting to adjacent Havre de Hills and Grace Manor Subdivision along Lori/Lewis Lane, both of which are a combination of public and private ROW, open space and sidewalks. The primary focus would be on the US 40 Intersections improvements for enhanced safety, among others, as a result of the feasibility studies for bicycle and pedestrian crossings.</p> <p>The project would include engagement with the local schools, students, teachers, and parents to hear community input regarding safety concerns, accessibility and overall general issues as outlined in the School Participation Letter. Additional project recommendations and outcomes would also be explored in the feasibility study.</p>
<i>Plan goals:</i>	The primary goal of this project is to create a feasibility study action plan for shared-use paths that connect students to schools by linking together several subdivisions via a bicycle and pedestrian path that is safe, accessible, and comfortable. These improvements will ultimately create a safer environment for walking and biking to school that will lead to a more active and healthy lifestyle for students at an early age.
<i>Suggested award:</i>	\$-

<b>Baltimore Urban Area</b>	
Available	\$4,438,487
Requested	\$34,411,652
Recommended	--
<b>Aberdeen Bel Air Urban Area</b>	
Available	\$430,525
Requested	\$120,000
Recommended	--