

Masonville Cove Connector (Shared Use Path) Project Narrative

A) OVERVIEW

Introduction: The Maryland Port Administration (MPA) was established in 1956 with a specific mission to increase the flow of waterborne commerce through the State of Maryland in a manner that provides benefit to the citizens of the State. In support of this mission, the MPA maintains and improves its terminal facilities, coordinates with the U.S. Army Corps of Engineers (USACE) as the local non-federal sponsor on dredging and dredged material placement options, and promotes and markets the Port of Baltimore, highlighting sustainable improvements, and conservation efforts.

Accomplishments at the Port of Baltimore are closely aligned with the stewardship of Maryland's natural resources and the well-being of neighboring communities. The MPA is committed to being a good neighbor to all the communities which surround our terminal operations. We are also committed to meeting our obligations for improved air and water quality, reduction of impacts to the Patapsco River and the Chesapeake Bay, and sound environmental management for dredging projects. We are working to reduce diesel emissions, manage stormwater in a responsible manner, become more energy efficient, and offset environmental impacts from port operations with green projects that meet stewardship goals and provide community benefits. (<https://mpa.maryland.gov/greenport/Pages/default.aspx>)

The MPA with support from Baltimore City, the owner of Frankfurst Ave (eligible facility), seeks capital construction grant funding of \$5,003,100 for the Masonville Cove Connector project, a bicycle/pedestrian shared use path to enhance community access to the [Masonville Cove Environmental Education Center](#) (MCEEC) and Masonville Cove (Cove). The Masonville Cove Connector will consist of a 0.72-mile shared use path offering safe, convenient, and equitable access for community members of Brooklyn, Cherry Hill, and Curtis Bay to overcome impediments posed by industrial development along Frankfurst Ave. In 2018, MPA conducted the Masonville Multimodal Transportation Feasibility Study (FS). This study identified several transportation alternatives and highlighted the need for further community engagement to address local access concerns. In 2019, MPA conducted extensive community outreach, which revealed significant barriers to access and led to the piloting of transportation initiatives. Following this, MPA secured Federal Lands Access Program (FLAP) grant funding with U.S. Fish and Wildlife Service (USFWS) to advance the project, including design and partial construction of a shared-use path along Frankfurst Ave (eligible facility). Community engagement surveys from public input sessions indicate strong support for the project, with residents emphasizing the need for better access to green spaces and environmental education opportunities. This project is expected to positively impact underserved populations, aligning with broader environmental justice and equity goals. The MCEEC and Cove serves as a critical hub for environmental education, conservation, green spaces, recreation and community engagement.

Masonville was originally a small and thriving community of 52 houses on the south side of the Patapsco River in Northern Anne Arundel County (1910 U.S Census). In 1918, Masonville was then annexed by Baltimore City. In the 1950s, B&O Railroad began purchasing the houses and land of Masonville for expansion of the railroad yard. As a result, the Masonville community vanished and access to the river was restricted. MPA began the development of the Masonville Dredged Material Containment Facility (DMCF) to meet the dredged material capacity needs to

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maintain the shipping channels and ensure safe passage of vessels calling on the Port of Baltimore.

The development of the DMCF required an extensive environmental mitigation package. Since 2007, over 60,000 tons of debris, including remnants from the Great Baltimore Fire of 1904, have been cleared, leading to the restoration of the Cove, including 70 acres of water and 54 acres of restored wetlands, forested and meadow uplands, and nature trails (see Attachment 1). In the planning stages of the DMCF, MPA fostered a robust community outreach program in the surrounding communities. This effort culminated in the opening of the MCEEC in 2009, and in partnership with the U.S. Fish and Wildlife Service (USFWS), the designation of the area as the nation's first Urban Wildlife Refuge Partnership (UWRP) in 2013.

The MCEEC offers programs and activities (see Attachment 2), free to the public, that promote environmental stewardship, wildlife conservation, and hands-on learning, particularly to underserved communities in Baltimore, and has serviced on average more than 5,000 people per year since 2014. While visitation has increased somewhat over time, outside of the pandemic, barriers to access for local community members from Brooklyn, Cherry Hill, and Curtis Bay have continued to remain a challenge as up to 31% of nearby residents do not have access to personal transportation and depend on public transportation or pedestrian access. Each of these highly diverse communities are also environmental justice communities, which have historically been underinvested in, impacted by segregation and redlining practices, and face health disparities owed to higher industrial activity. Total visitation by local community members averages between 15 and 20% per year as the infrastructure for safe bicycle and pedestrian access to the MCEEC does not exist. Nearby residents are currently using Frankfurst Avenue (Ave.) and the Hanover Street bridge to bike to work or local businesses despite unsafe conditions. Visitors from the community also use a stormwater culvert that originates in the adjacent CSX train yard to unsafely access the MCEEC. There are very few safe intersection facilities that would allow pedestrians or bicyclists to leave their community and travel to MCEEC or other major neighborhood necessities such as a grocery store or hospital.

Moreover, at Hanover Street, the Masonville Cove Connector will join the Baybrook Connector, planned to run between the Maryland Transit Administration's Belle Grove Road Light Rail Station in Anne Arundel County and Reedbird Avenue in Cherry Hill where it will join the Middle Branch Trail south of MedStar Harbor Hospital and terminate at the new Middle Branch Fitness and Wellness Center complex.

The Cove, recognized as a significant urban wildlife refuge (see Attachment 3), provides opportunities for public education on environmental issues, including habitat restoration, stormwater management, and conservation practices. The construction of the Masonville Cove Connector, a shared use path adjacent to Frankfurst Avenue, will improve accessibility for neighboring communities, providing a direct route to the MCEEC by way of a shared use path adjacent to the roadway. This improved access will likely increase the number of visitors, further expanding the MCEEC's outreach and impact on the surrounding communities.

Applicant's Experience with Federally Funded Transportation Projects and Grants: MPA has a proven track record of successfully managing and implementing federally funded

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transportation projects. With its extensive experience in handling large-scale infrastructure projects, MPA is well-positioned to lead the Masonville Cove Connector initiative. MPA has demonstrated its ability to meet federal guidelines, manage complex partnerships, and deliver impactful projects that serve both the local community and broader regional goals.

Example 1: MPA applied for and executed a Federal Lands Access Program (FLAP) grant in the amount of \$153,900.00 in 2018 to conduct a Multimodal Transportation Feasibility Study (FS), which evaluated numerous multimodal access options and solutions to provide access to the Cove through a shared use path. As a follow-up to the Multimodal Transportation FS results, MPA applied for a second FLAP grant. The grant was awarded in 2020 for \$1,200,000 with a \$304,000 match from USFWS for a total of \$1,504,000 to design and potentially construct a shared use path connecting the Cove to neighboring communities. In 2022, MPA applied for a supplemental FLAP grant request (approved in 2023) bringing the revised FLAP total to \$2,265,267. Subsequently, USFWS contributed an additional \$266,317 towards the award match bringing the total to \$2,811,584.39. The project includes design (concepts, traffic, landscape, structural, roadway), environmental coordination including National Environmental Policy Act (NEPA) Coordination, outreach, utility coordination, maintenance of traffic, and right of way coordination and acquisition.

Example 2: MPA received a \$10 million U.S. Department of Transportation (DOT) Transportation Investment Generating Economic Recovery (TIGER) grant to support construction of a new CSX rail line to the Masonville Vessel Berth and to redevelop the existing Fairfield Marine Terminal (FMT) Wet Basin. This work began in 2014 and included dredging 40,000 cubic yards of granular material from the Seagirt-Dundalk Access Channel widening project to be utilized in the filling of the FMT Wet Basin, relocation of a storm drain that drained into the FMT Basin, and filling and stabilizing the FMT Wet Basin.

Example 3: MPA received and managed the Federal Fiscal Year 2018 BUILD (\$6.6 million). The Seagirt Marine Terminal Berth 3 Modernization P3 Project deepened and strengthened Berth 3 and provided associated container yard improvements for a second ultra-large container vessel capable berth.

As the lead applicant for the Masonville Cove Connector, MPA will leverage its extensive experience with federally funded transportation projects to guide the project through completion. MPA's expertise in environmental stewardship, transportation planning, and federal compliance will ensure that the Masonville Cove Connector is a model project that enhances community access to green spaces and educational and community resources while promoting environmental sustainability and equity.

Project & Communities History

Curtis Bay Community

Curtis Bay is a historic and tight-knit community in South Baltimore known for its resilience and strong commitment to environmental justice. The neighborhood is characterized by a blend of industrial and residential areas, with a history of environmental challenges due to its proximity to large industrial facilities, including a coal terminal and a medical waste incinerator. These have

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contributed to pollution and health hazards, which the community is actively addressing through grassroots efforts and advocacy.

The neighborhood's housing options include small, two-story rowhomes, which contribute to a sense of community among residents. Curtis Bay benefits from the efforts of organizations focused on preserving and improving local green spaces, aligning with the community's environmental goals. Curtis Bay's residents are deeply involved in initiatives to reroute diesel trucks, develop community-owned zero waste infrastructure, and transform vacant properties into affordable housing.

Curtis Bay's approach is rooted in environmental justice principles, with a strong emphasis on inclusivity and solidarity. The community's ongoing efforts aim to create a safer, healthier, and more vibrant neighborhood, leveraging its close-knit community spirit to drive sustainable change.

Cherry Hill Community

Cherry Hill, a historic neighborhood in South Baltimore, was originally designed as a segregated community for Black veterans returning from World War II. Despite decades of disinvestment and geographic isolation, Cherry Hill has maintained a strong sense of community and resilience, producing notable leaders like Congressman Elijah Cummings and poet Lucille Clifton. The neighborhood features a mix of public housing and privately owned homes and is currently undergoing revitalization driven by community-led initiatives. Cherry Hill Strong, a nonprofit organization, plays a central role in this transformation, focusing on affordable housing, education, community wellness, and economic vitality. The community's efforts are particularly geared towards creating a family-oriented environment, with a focus on improving educational opportunities and recreational spaces for children.

Cherry Hill's commitment to equity and collective action is evident in its collaboration with local stakeholders and organizations. The neighborhood's ongoing revitalization aims to create a sustainable and vibrant community, ensuring that all residents have access to the resources and opportunities they need to thrive.

Brooklyn Community

Brooklyn is a diverse and evolving neighborhood in South Baltimore, characterized by its strong community spirit and active efforts to address social and economic challenges. Historically, Brooklyn has faced issues related to poverty, crime, and environmental concerns, but the neighborhood is resilient and dedicated to improvement.

Brooklyn offers a variety of housing options, including small rowhomes and more traditional single-family homes, making it an attractive place for both long-term residents and newcomers. The neighborhood's accessibility and walkability are key features, with good public transportation options that connect residents to the broader Baltimore area.

Community Care Brooklyn plays a vital role in enhancing the well-being of residents through coordinated health and social services, contributing to the neighborhood's overall growth and stability. Brooklyn's residents are actively involved in shaping the future of their neighborhood,

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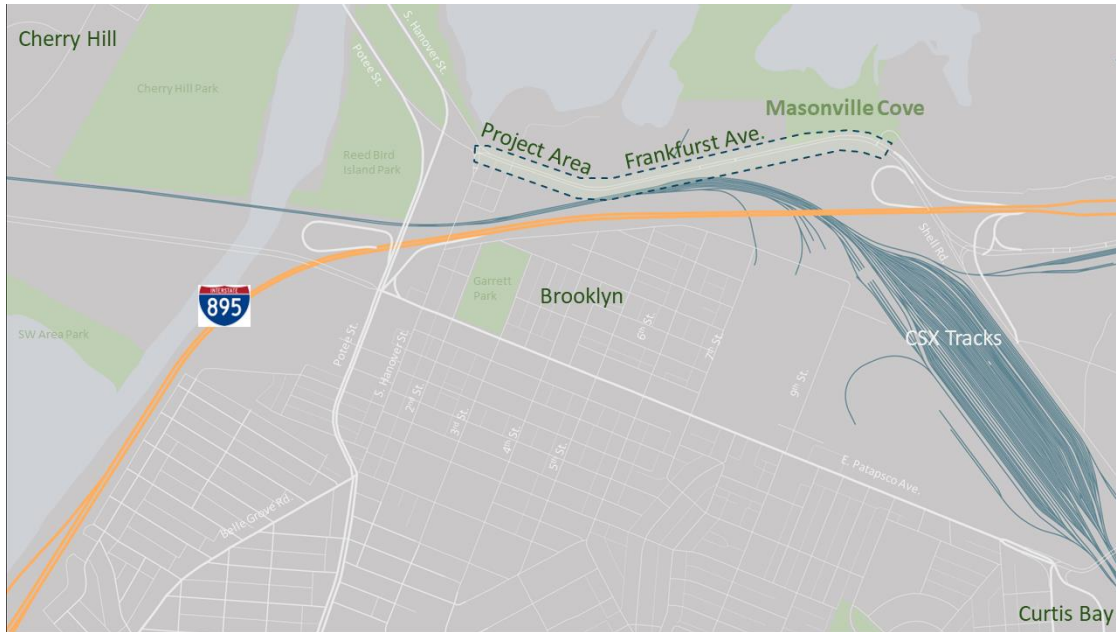
working together to create a safe and thriving environment that reflects both its historic charm and modern revitalization efforts.

Transportation Needs & Proposed Improvements: The Masonville Cove Connector project will construct a 0.72-mile shared use path to link the neighborhoods of Brooklyn, Cherry Hill, and Curtis Bay to the MCEEC and the Cove that has become a hub for environmental education and community engagement (see Attachment 4). Frankfurst Ave. between South (S.) Hanover Street and the MCEEC is a four-lane roadway with two eastbound and two westbound through lanes separated by a concrete median or concrete traffic barrier and a posted speed limit of 45 miles per hour. Frankfurst Ave., as the eligible facility targeted in this proposal, serves as a primary arterial roadway providing access between the Port of Baltimore facilities, local industry, Interstate Highway I-895 (I-895), Baltimore City, and the MCEEC. Frankfurst Ave. is located south of the MedStar Harbor Hospital and north of the Brooklyn community in south Baltimore. There are no bus stops or railways for commuters along this portion of Frankfurst Ave. At Hanover Street, the Masonville Cove Connector will join the Baybrook Connector, planned to run between the Maryland Transit Administration's Belle Grove Road Light Rail Station in Anne Arundel County and Reedbird Ave. in Cherry Hill, where it will join the Middle Branch Trail south of MedStar Harbor Hospital and terminate at the new Middle Branch Fitness and Wellness Center complex. The project will reduce safety hazards along Frankfurst Ave. by creating safe infrastructure for access and enhances accessibility for pedestrians, cyclists, and residents with limited mobility by implementing a safe well-designed shared use path, outside of the roadway to the MCEEC and the Cove. This will include a buffer between Frankfurst Ave. and users, a signalized intersection installed near the MCEEC road crossing, and traffic calming through the use of landscape features and traffic elements along the shared use path.

Survey results (see Attachment 5) from public input sessions highlight that residents are eager to use the shared use path for recreational activities such as walking, biking, and wildlife observation. The shared use path will feature seating areas, environmental signage, and green infrastructure elements, including permeable materials to manage stormwater runoff. The shared use path will also serve as a conduit for educational programs offered by MCEEC, allowing more schools and community groups to participate in outdoor learning activities. Additionally, the project aligns with broader environmental sustainability goals by reducing vehicular traffic and promoting active transportation like biking or walking.

B) LOCATION AND MAP

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As seen above, MCEEC and the Cove are directly adjacent to the Brooklyn, Cherry Hill, and Curtis Bay communities and offer a vital green space and gateway to environmental education and stewardship for the community. Outside of Middle Branch Park, there is no other safe recreational water access point for residents, especially those living in Brooklyn and Curtis Bay. Barriers to access are clearly recognized in the I-895, CSX Tracks, and lack of pedestrian access on Frankfurst Ave.

C) RESPONSE TO MERIT CRITERIA

1. Equity and Environmental Justice

There are three communities benefiting from this shared use path, Brooklyn, Cherry Hill, and Curtis Bay. Brooklyn in southwest Baltimore City, is an economically disadvantaged community with limited community resources and lack of safe, equitable, walkable, and convenient access to public transportation, greenspaces, community amenities and recreation (see Attachment 6). The community has dividing facilities that include I-895 on the west and north and multiple state highways including West Patapsco Ave., Route 2/Potee Street that divide the community and restrict safe access to resources. According to the Climate and Economic Justice Screen Tool (CEJST), the tract has a population of 3,959 with demographics at 44% white, 23% Black or African American, 22% Hispanic or Latino, 7% Asian, 7% Other, and 3% two or more races. The CEJST also identifies the tract as Disadvantaged with five of the screening categories meeting both the environmental and socioeconomic burdens: Health, Housing, Legacy Pollution, Transportation, and Water/Wastewater. Notable environmental burdens are Proximity to Hazardous Waste Facilities (96th), Proximity to Risk Management Plan (RMP) Facilities (99th), Traffic Proximity and Volume (91st), and Wastewater Discharge (97th).

Cherry Hill is a predominantly African American community, with 93% of its population identifying as Black or African American, according to data from the Climate and Economic Justice Screening Tool (CEJST). This tract, with a population of 4,312, is considered economically disadvantaged with six of the screening categories meeting both the environmental and socioeconomic burdens: Energy, Health, Housing, Legacy Pollution, Workforce

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Development, and Water/Wastewater. Cherry Hill faces significant environmental and socioeconomic challenges, including limited access to green spaces and a history of exposure to environmental hazards. Notable environmental burdens are Proximity to Hazardous Waste Facilities (96th), Proximity to Risk Management Plan (RMP) Facilities (93rd), and Wastewater Discharge (96th).

Curtis Bay is a diverse community with 54% of its population identifying as White, 34% as Black or African American, and 11% as Hispanic or Latino, according to data from the CEJST. This tract, with a population of 4,252, is classified as economically disadvantaged with six of the screening categories meeting both the environmental and socioeconomic burdens: Energy, Health, Housing, Legacy Pollution, Workforce Development, and Water/Wastewater. Curtis Bay has long grappled with environmental challenges, including a history of industrial pollution and exposure to hazardous materials. Significant environmental burdens in this area include Proximity to Hazardous Waste Facilities (96th), Proximity to Risk Management Plan (RMP) Facilities (99th), and Wastewater Discharge (93rd), placing Curtis Bay in the higher percentiles of these risks.

Addressing the long-standing inequities faced by the residents of Cherry Hill, Curtis Bay, and Brooklyn through the Masonville Cove Connector project is vital for improving access to outdoor recreation and environmental education. By creating safe, non-motorized transportation routes, this project will enhance mobility options, reduce vehicle emissions, and promote physical activity across these communities, all of which are crucial for improving public health. The Masonville Cove Connector project will serve as a much-needed resource for these communities, which have historically been marginalized in terms of environmental access. With Cherry Hill's predominantly African American population, Curtis Bay's diverse racial makeup, and Brooklyn's unique community challenges, the project's alignment with equity and environmental justice goals will provide immediate benefits and contribute to the long-term sustainability and resilience of all three communities.

2. Access

Under the current transportation infrastructure, the only safe access to MCEEC and the Cove is by motor vehicle. This project will address this limitation by building on the findings from the transportation feasibility study to create safe, alternative modes of access, including pedestrian and bicycle pathways. The new infrastructure will enhance mobility and improve connectivity for the surrounding communities, which historically have been underserved in terms of access to green spaces and recreational areas.

By improving access to MCEEC and the Cove, this project will fill critical gaps in Baltimore's connectivity, providing a link between neighborhoods and greenspaces, water access, protected shoreline, and educational resources. This enhanced access will contribute to the overall health and well-being of community members, encouraging outdoor activity and engagement with the local environment.

3. Facility Suitability

The existing transportation infrastructure around the MCEEC and the Cove, including Frankfurst Ave., the CSX railroad tracks, and the I-895 highway, significantly hinders community

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connectivity. These barriers restrict safe mobility for pedestrians and cyclists and limit access to the MCEEC and the Cove, a critical resource for the communities of Brooklyn, Cherry Hill, and Curtis Bay. The construction of the Masonville Cove Connector will provide safe and direct access to green spaces, educational programs, and connection to other shared use paths within Baltimore City, benefiting these underserved neighborhoods.

The speed limit is posted at 45 miles per hour on Frankfurst Ave., which is owned by Baltimore City, and dominated by high-speed traffic, lacks adequate pedestrian infrastructure, making it unsafe for residents who walk or bike. Additionally, the CSX railroad tracks and the I-895 highway create physical divisions between communities, further limiting access to the waterfront and other resources. By building a dedicated pedestrian and bike pathway, the project will improve safety and connectivity, allowing residents safer access to schools, recreational spaces, and essential services without relying solely on motor vehicles.

Moreover, the Masonville Cove Connector project will address environmental concerns that have negatively affected these communities. The lack of tree canopy in the area exacerbates urban heat island effects and contributes to poor air quality. By incorporating green infrastructure along Frankfurst Ave., the project will enhance the streetscape, improve air quality, manage stormwater, and reduce flooding risks. These improvements are vital for supporting both environmental health and long-term economic growth. In creating a safer and more sustainable transportation corridor, this project will reconnect neighborhoods historically cut off from resources and opportunities, supporting stronger, more resilient communities.

4. Community Engagement, and Community-Based Stewardship, Management, and Partnerships

The Masonville Cove Connector project is deeply rooted in community involvement and stewardship, reflecting the mission of the Masonville Cove UWRP. Led by MPA in collaboration with Living Classrooms Foundation (LCF), the National Aquarium in Baltimore, and USFWS, the project aims to connect the community with environmental education and conservation efforts.

Throughout the project's development, the MPA has made it a priority to engage residents from Brooklyn, Curtis Bay, and Cherry Hill, ensuring that their voices are heard, and their needs are met. Many outreach events have been hosted at MCEEC and local libraries for community meetings. Additionally, the Masonville Citizens Advisory Committee (MVCAC) has been actively involved, helping to shape the project's direction.

The project team also sought input from key stakeholders such as the Maryland Transportation Authority (MDTA), Baltimore City Department of Transportation (DOT), Baltimore City Department of Public Works (DPW), CSX, and Vulcan Materials Company (Vulcan). These discussions provided important feedback on design concepts and safety concerns, particularly around the interactions between shared use path users and existing industrial operations. For example, Vulcan emphasized the importance of aligning the shared use path along the south side of Frankfurst Ave. to minimize conflicts with truck traffic, while CSX requested safety measures such as an anti-climb fence to separate the shared use path from active rail lines.

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To ensure widespread understanding and participation, the project team created an [informational webpage](#) and an [online story map](#), which highlighted the design concepts and offered a survey for community feedback. Both English and Spanish versions of the materials were made available, allowing for greater inclusivity. The survey results revealed strong community support for the project, with 98% of respondents backing the shared use path and 95% favoring the lane reduction on Frankfurst Ave. The responses underscored concerns about pedestrian and bicycle safety, with many advocating for enhanced protective measures (see Attachment 5).

MPA with support of Maryland Environmental Service (MES) will manage the construction phase of the Masonville Cove Connector project, ensuring that all construction activities align with the project's goals of enhancing connectivity and safety for local communities. Through this extensive engagement process, the Masonville Cove Connector project reflects a commitment to equity and environmental justice, improving access to outdoor spaces and environmental education for communities that have historically been overlooked. The collaboration with partners like LCF and the National Aquarium in Baltimore ensures that the project will not only enhance current opportunities but also lay the groundwork for a healthier, more connected future for all residents.

5. Equitable Development

The project will enhance connectivity and promote sustainable development by providing safe, non-motorized transportation options. These improvements will ease reliance on personal vehicles, reducing transportation costs for residents while making it more affordable for community members to access essential services, employment opportunities, and recreational activities. At Hanover Street, the Masonville Cove Connector will join the Baybrook Connector, planned to run between the Maryland Transit Administration's Belle Grove Road Light Rail Station in Anne Arundel County and Reedbird Ave. in Cherry Hill where it will join the Middle Branch Trail south of MedStar Harbor Hospital and terminate at the new Middle Branch Fitness and Wellness Center complex. By fostering a safer and more cohesive neighborhood environment, the project aims to advance both environmental justice and social and economic development, ultimately improving the overall quality of life for residents.

In addition to improving access, the project will prioritize economic revitalization by enhancing public spaces. These enhancements will make the area more attractive for community events, social gatherings, and local commerce, encouraging local vendors, small businesses, and artisans to participate and contribute to economic activity. The greening of the area will also support community wealth-building by improving property values, attracting investment, and encouraging the development of underutilized spaces.

Moreover, the project aligns closely with Maryland's Twelve Planning Visions, which emphasizes sustainable and equitable development. By providing accessible, multimodal transportation options to underserved populations, this project will support the long-term resilience and economic growth of the community while prioritizing the needs of residents.

6. Climate and Environment

The Masonville Cove Connector project will connect the community with the environment by providing safe access to nature, recreational space, and wildlife.

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The [Baltimore Complete Streets Manual](#) is a comprehensive guide designed to help Baltimore City create streets that are safe, accessible, and functional for all users with a goal to improve safety, enhance mobility, support sustainability, and foster vibrant communities through well-designed streets. Construction of the Masonville Cove Connector will follow guidance within this manual, for shared use paths with associated environmental benefits that include:

1. **Reduced Vehicle Emissions:** By providing a dedicated space for pedestrians and cyclists, shared use paths encourage people to opt for non-motorized transportation. This will lead to a reduction in car usage, which in turn decreases vehicle emissions and air pollution.
2. **Decreased Urban Heat Island Effect:** Shared use paths are often landscaped with trees and greenery, which can help mitigate the urban heat island effect. This cooling effect not only enhances comfort for path users but also contributes to lower energy consumption for cooling nearby buildings.
3. **Improved Water Management:** Many shared use paths incorporate permeable surfaces and green infrastructure, which help manage stormwater more effectively. By reducing runoff and allowing water to infiltrate into the ground, these paths help prevent flooding and reduce the burden on urban drainage systems.
4. **Habitat Creation:** The green spaces and landscaping associated with shared use paths can provide habitat for local wildlife. Trees, shrubs, and plants can create corridors for birds and insects, promoting biodiversity in urban areas.
5. **Promotion of Sustainable Living:** By integrating shared use paths into urban planning, cities promote a culture of sustainability. Encouraging walking and cycling contributes to a healthier lifestyle and raises awareness about the benefits of reducing environmental impact.

Overall, shared use paths play a crucial role in creating a more sustainable urban environment by supporting eco-friendly transportation, enhancing green spaces, and improving water management practices.

7. Workforce Development and Economic Opportunity

The MPA is dedicated to expanding its role in the local community and plans to participate in building and improving the pathway to employment whether directly associated with the Port and Maritime industry or other employment opportunities that are available as a result of present or future projects. As collaborative plans develop on a program located at the MCEEC, access to this workforce development program will greatly be increased with the Masonville Cove Connector Project. This initiative aims to harness the significant economic impact of the Port of Baltimore, which, as of 2023, supports over 15,000 direct jobs, 4,000 jobs in Baltimore City, 2,930 jobs in Baltimore County, 2,480 jobs in neighboring Anne Arundel County, and is linked to more than 140,000 jobs in Maryland. MPA and the Cove also continue to support internship programs hosted at the site in partnership with local Historically Black Colleges and Universities. The current internship is referred to as the Masonville Cove Links WildSTEM internship; however, it has gone through several iterations including the Urban Conservation and Education Internship (see Attachment 7). These programs have serviced over 30 participants and counting, which has enabled them to connect with conservation-related careers while providing valuable paid work experience. Recognizing the need to go beyond environmental education, MPA is committed to addressing the career development needs of local residents, particularly those interested in the Port and Maritime industries. MPA will work with the Baltimore Port

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Alliance (BPA), Maryland Department of Labor, and other various project partners and stakeholders including MDTA, the Baltimore Industrial Group (BIG), and additional local industry groups to propose a program that will offer many resources designed to foster career growth and advancement. Participants will benefit from targeted training programs that align with industry demands, ensuring they acquire the specific skills needed for success in maritime and port-related careers. Workshops and seminars will provide additional learning opportunities, covering a range of topics from technical skills to soft skills essential for career progression. The program will also offer personalized support for job research and application processes, helping participants navigate the job market and connect with potential employers in the industry.

By integrating these resources, MPA aims to bridge the gap between education and employment, enhancing job readiness and opening pathways to meaningful careers. Engaging local stakeholders and industry partners throughout this program's development and implementation will ensure that it meets the evolving needs of the local community and contributes to the region's broader economic health. Through this initiative, MPA seeks to empower community members with the tools and knowledge they need to thrive in a dynamic and growing sector, ultimately fostering a more robust and resilient workforce.

Incorporation of Local Contracting Opportunities

Art is a vital element of the cultural fabric in Baltimore, vividly exemplified by major cultural events such as Artscape, the largest free arts festival in the country showcasing a diverse array of visual and performing arts; and iconic institutions like the Baltimore Museum of Art. MPA is dedicated to embedding this rich artistic tradition into the Masonville Cove Connector project. To ensure the Masonville Cove Connector resonates with local cultural values, MPA is beginning to initiate a collaborative effort with local artists to explore innovative ways to incorporate their artwork into the final shared use path design. This initiative aims to celebrate Baltimore's vibrant artistic society, enhance the aesthetic appeal of the Masonville Cove Connector, and create a meaningful connection between the shared use path, the community, and MCEEC and the Cove's mission. Through this effort, MPA aims to encourage engagement with the neighborhoods, while highlighting the pride for shared values of cultural appreciation and environmental stewardship while simultaneously supporting the local art industry.

MPA and the Masonville Cove Connector project team will partner with Creative Nomads, a Baltimore City-based art collaborative, to incorporate and celebrate artistic collaboration with the project and community. Creative Nomads' mission is to uplift, educate, and connect Arts Entrepreneurs, youth, and families through art, music, and cultural programming while advocating for equal access to art for all. They understand that citizens, especially youth, who have little to no access to arts, music, cultural programming, and wellness tools are deprived of discovering their vast capabilities to imagine and manifest their dreams or thrive. Their support and participation will provide opportunities for community members to gather and share what is important to them and contribute to the aesthetics of the art installation as part of the Masonville Cove Connector project.

Similarly, while landscape design will be a component of the engineering process for the Masonville Cove Connector, MPA is committed to incorporating an aesthetic and environmental enhancement dimension through collaboration with local gardeners and landscapers. These local

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experts will play a crucial role in selecting and arranging aesthetically pleasing native plants along the shared use path. Their work will not only enhance the visual appeal of the Masonville Cove Connector but will also focus on benefiting the local environment including supporting pollinators, promoting biodiversity, and preventing erosion.

By engaging local gardeners and landscapers, the project aims to leverage their expertise in creating vibrant, ecologically sound plantings that align with both aesthetic goals and environmental sustainability. This approach ensures that the landscape design is not only visually appealing but also ecologically beneficial, contributing to habitat enrichment and ecological resilience. Involving local professionals in this aspect of the project also supports the local workforce, providing valuable opportunities for community members to contribute their skills and knowledge. Ultimately, this collaborative effort will create a more inviting and environmentally conscious space, enhancing the overall experience of the Masonville Cove Connector while reinforcing the project's commitment to environmental stewardship and local engagement.

Inclusive Economic Development

The MPA's partner, MES, has an aggressive Minority Business Enterprise (MBE) Program in place to maximize the business it conducts with qualified MBE businesses. MES actively encourages minority-owned firms to participate in the procurement process and aims to achieve and/or exceed the State of Maryland's established goal of 29% for contract dollars awarded to certified minority business enterprises. Procurements executed under this grant award would maximize the utilization of Disadvantaged Businesses Enterprises, Minority-owned businesses, and/or Women-owned Businesses. Additionally, MES follows State of Maryland Small Business Reserve practices.

8. Planning Integration

The Masonville Cove Connector project will provide access for disadvantaged communities to the MCEEC and the Cove, giving access to the waterfront, Patapsco River, and provide various outdoor activities. The MPA received letters of support from the South Baltimore Gateway Partnership, Baltimore City Planning Division, and Baltimore City DOT. An excerpt from the Baltimore City DOT letter states:

“The Masonville Cove Connector is a model of collaboration between government agencies and communities. It expands the mobility and recreation options for residents of South Baltimore by providing safe and convenient access along Frankfurst Ave. between S. Hanover Street and the Masonville Cove Environmental Education Center. This Center is a valuable community asset within the Cove UWRP. Moreover, at Hanover Street, the Masonville Cove Connector will join the Baybrook Connector, planned to run between the Maryland Transit Administration's Belle Grove Road Light Rail Station in Anne Arundel County and Reedbird Ave. in Cherry Hill where it will join the Middle Branch Trail south of MedStar Harbor Hospital and terminate at the new \$30 million Middle Branch Fitness and Wellness Center complex.”

Please reference all support letters in Attachment 8.

D) PROJECT READINESS

Planning & Constructability

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As a part of the Transportation Improvement Programs/ Statewide Transportation Improvement Plan (TIP/STIP) process, MPA provided a presentation to the Baltimore Regional Transportation Board (BRTB) on May 2, 2023. On May 23, 2023, the Baltimore Region Transportation Board approved an amendment to the 2023-2026 Baltimore Regional Transportation Improvement Program to support changes to accommodate the Masonville Cove Connector: Shared Use Path Design and Construction Project (See Attachment 9).

Consistency with Other Plans

The Masonville Cove Connector aligns with both state and local bicycle and pedestrian plans. This project aligns with Maryland's Twelve Planning Visions that strives to develop and implement sound growth and development policy. This project also aligns with state and local bicycle and pedestrian plans. The Maryland DOT's 2040 Maryland Bicycle and Pedestrian Master Plan Update identifies several goals that are supported by this project:

- Goal 2: Connected Networks - Enhance transportation choice and multimodal connectivity through linked networks.
- Goal 4: Partnerships - Build partnerships to promote active transportation and strengthen the health of our communities.
- Goal 5: Economic Development - Advance biking and walking as economic development strategies.

In addition, the project supports Baltimore City's Green Network Vision Plan, which aims to strengthen the connections between communities and the park system. The plan identifies S. Hanover Street as a "People Corridor" and emphasizes the importance of safe connections for residents walking or biking to schools, stores, parks, and recreation centers. The Masonville Cove Connector will help achieve these objectives by providing a direct, safe path to Masonville Cove UWRP.

Finally, the project aligns with the goals of the Middle Branch Master Plan (2007), which recommends increased street and path connectivity, as well as improvements to support walking, transit use, and on-street bicycle networks, particularly at major transit nodes. Additionally, the project supports the Chesapeake Bay Executive Order 13508 and its Strategy for Protecting and Restoring the Chesapeake Bay Watershed, which includes a key goal of increasing public access to the Chesapeake Bay and its tributaries by adding 300 new public access sites by 2025. The basis for this goal lies in the long-standing public demand for greater access to the water in the Chesapeake region.

Property Acquisition / Right-of-Way (ROW)

The ROW research completed for the Masonville Cove Connector project indicates that the existing ROW line for Baltimore City varies from 11-feet to 13-feet from the back of curb on both sides of the road. Please reference all property acquisition and ROW figures in Attachment 10.

There are four property owners along the south side of Frankfurst Ave. Knipp Brothers Limited Partnership owns the buildings between S. Hanover Street and 2nd Street that are situated 11-feet from the back of curb. They have a small driveway entrance into their buildings. Adjacent to 2nd Street at 201 Frankfurst Ave., Fanmar Properties of Maryland, LLC owns the building and

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parking lot which is also 11-feet from the back of curb. 2nd Street appears to function as a driveway for the businesses along it. CSX owns the stretch of the property east of the previous properties discussed until the next driveway opening along the south side of Frankfurst Ave. The CSX tracks vary from 40-feet to 100-feet off the back of curb, but Baltimore City's existing ROW line is 13-feet off the back of curb. CSX appears to have an access point adjacent to the Vallerie Real Estate LLC property. Vallerie Real Estate, LLC owns a trailer leasing company property 13-feet off the back of curb across Frankfurst Ave. from the MCEEC. In the 11-feet to 13-feet zone from the back of curb to the adjacent properties along the south side of Frankfurst Ave. are a series of utility poles with overhead electric lines and fiber optic cables. In total, there are four access points observed along Frankfurst Ave.

Vulcan is the only property owner along the north side of Frankfurst Ave. between S. Hanover Street and the MCEEC. Baltimore City's existing ROW line is 1-foot to 13-feet off the back of curb along Vulcan's property. Vulcan distributes construction materials such as stone and aggregates and has two driveway entrances. During initial site investigations, visible dust accumulation on the ground along the north side of Frankfurst Ave. was observed which could discourage use of a shared use path such as the Masonville Cove Connector. There is also an access point for the MCEEC used to access the pathways along the coast. In total, there are three access points along the north side of Frankfurst Ave.

The underground existing utility investigation for the Masonville Cove Connector project has not been completed at this time; however, surface utilities have been observed during the initial field investigations. Overhead existing electric and communication lines are located along the south side of Frankfurst Ave. Fire hydrants are also located at each Vulcan driveway entrance, so it is assumed that there is an underground waterline. Streetlights are located on both sides of Frankfurst Ave. Based on historical utility research, Baltimore City owns underground fiber optic lines on both the northside and southside of Frankfurst Ave. between S. Hanover Street and the MCEEC.

The proposed MCC design (Attachment 11) strives to avoid any major utility relocations and stays within the Baltimore City ROW therefore new ROW acquisition is not anticipated.

Construction Techniques and Phasing

Not Applicable

Proposed Schedule

The Masonville Cove Connector project is an ongoing initiative focused on enhancing access to the MCEEC and the Cove, a key environmental and community resource in Baltimore City. Designated as the nation's first UWRP by the USFWS in 2013, the Cove has been the subject of continued development efforts.

In 2018, MPA conducted the Masonville Multimodal Transportation Feasibility Study (FS). This study identified several transportation alternatives and highlighted the need for further community engagement to address local access concerns. In 2019, MPA conducted extensive community outreach, which revealed significant barriers to access and led to the piloting of transportation initiatives. Following this, MPA secured FLAP funding with USFWS to advance

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the project, including the design and partial construction of a shared-use path along Frankfurst Ave.

In Fall of 2022 and Summer of 2023, traffic studies were conducted to inform the development of design concepts by capturing traffic patterns during different times of the year. These studies facilitated the development of concept design cross-sections completed in October 2023. An additional \$1,065,267.39 in FLAP funding was secured in 2023 to support the design and potentially support the initiation of construction related to the Masonville Cove Connector. The Masonville Cove Connector project is committed to open dialogue with all stakeholders, prioritizing community preferences and supporting commercial vehicle operations, which are vital to the local and national economy. Coordination with adjacent infrastructure projects, such as the Replacement of the Southwest Diversion Pressure Sewer Project SC #866 planned by Baltimore City DPW and the I-895 Baltimore Harbor Tunnel All Electric Conversion Project by the MDTA, will be taken into consideration as the project moves towards its targeted construction start.

Robust stakeholder engagement began in October 2022 and is expected to conclude in December 2024. This engagement has included updates and request for feedback from Dredged Material Management Program Committees, particularly the [Masonville CAC](#) which is comprised of local residents, business, and educational institutions; a community based open house, and presentations to industry representatives who may have haul routes along Frankfurst Ave. through meetings such as those held by the BPA and BIG.

The design timeline calls for the completion of the 30 percent design in September 2025, the completion of 65 percent design in February 2026, final design in July 2026, the advertisement of the bid package concluding in December 2026, leading to construction between March 2027 and September 2028 where RCP funds will be required.

TASK	START DATE	COMPLETION DATE	DURATION (MONTHS)
NEPA	October - 2022	February 2026	
CONCEPT DEVELOPMENT	January - 2023	October - 2023	10
STAKEHOLDER ENGAGEMENT	October - 2022	December - 2024	26
CONCEPT DESIGN	December - 2024	March - 2025	4
30% DESIGN	March - 2025	September - 2025	7
65% DESIGN	September - 2025	February - 2026	6
FINAL DESIGN	February - 2026	July - 2026	6
ANTICIPATED FINAL RCP GRANT AGREEMENT	February - 2026		
ADVERTISE BID PACKAGE	July - 2026	December - 2026	6
ANTICIPATED RECEIPT OF RCP FUNDS	February 2027		
CONSTRUCTION	March - 2027	September - 2028	18

Masonville Cove Connector (Shared Use Path) Project Narrative

NEPA and Permitting - Environmental Risk Assessment

To meet the requirements under the NEPA and to complete assessments required for project permitting, a natural resources inventory (NRI), including walk through forest stand delineation, individual tree inventory, and wetland/waters of the US delineations within the project study area will be completed. Coordination will include a pre-application meeting with Maryland Department of the Environment (MDE), the state's environmental regulatory agency for wetlands and waterways, and the USACE to document and obtain concurrence on wetland and waterway boundaries. This meeting will focus on minimizing resource impacts and revising wetland delineation maps based on site findings. If necessary, a Joint Federal/State Permit Application (JPA) will be prepared and submitted to MDE and USACE, including supporting documentation for floodplain, waterway, and wetland alterations, and managing agency coordination to obtain project authorizations.

The project is in Maryland's Critical Area, specifically in an Intensely Developed Area (IDA) and a Waterfront Industrial Area (WIA), with portions in the expanded buffer zone. Therefore, coordination will occur with the Critical Area Commission staff. Mitigation requirements for any Critical Area impacts will be determined in accordance with Critical Area regulations, exploring on-site or off-site mitigation options, or a fee in-lieu if necessary.

An NRI memo will be prepared to detail site conditions based on field observations and collected data, including a narrative and figures to depict wetland/water features, forest stands, and inventoried trees. The NRI will include forest stand delineation, tree inventory, and wetland/waterway delineation to meet NEPA, MDE, USACE, and Critical Area Commission requirements. The wetland delineation will follow U.S. Army Corps of Engineers methodologies, identifying wetland boundaries using the three-parameter approach and surveying these boundaries. Forest Stand Delineation (FSD) will cover the proposed Limits of Disturbance and 50 feet beyond, with specimen trees (30 inches DBH or greater) and open area trees flagged and surveyed. To comply with NEPA, a Categorical Exclusion (CE) document will be prepared, incorporating results from the NRI.

A Phase I Environmental Site Assessment (ESA) will be conducted to support the CE. The assessment will identify and document potential environmental concerns (PECs) using databases and historical documents, with non-intrusive site verification from public rights-of-way. The Phase I ESA report will summarize findings, maps, and limitations of the assessment.

To date, a desktop natural resources study has been completed to assess the current conditions and potential impacts of the Masonville Cove Connector project across the proposed location. This evaluation includes a thorough analysis of the project's effects on socioeconomic and community resources, in compliance with Environmental Justice regulations and Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Ongoing reviews of census data aim to identify any minority or low-income populations that may be affected by the project. Current project planning impacts will be minimal as the Masonville Cove Connector stays within the existing ROW.

The timeline for the environmental assessments and permitting for the project is scheduled to be completed by February 28, 2026.

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Project Support- Public Outreach

Public meetings have occurred throughout the planning phase of the project and the development of a [website](#). Public comments are included as Attachment 5.

The Masonville Cove Connector project team led an extensive public outreach program that included events held at the MCEEC, open houses at the Brooklyn Branch Library and Brooklyn Park Library, meetings with community associations/organizations/groups, MVCAC meetings, and other outreach activities. The Masonville Cove Connector project team also met with several stakeholders including MDTA, Baltimore City DOT and DPW, CSX, BIG, Vulcan, elected officials and others to gather valuable information and input for the project. Discussions with Vulcan indicated that they had concerns with the 8 design concepts but that they did prefer the Masonville Cove Connector to be located along eastbound Frankfurst Ave. (south side) because they were concerned with the shared use path’s interaction with the high volume of truck traffic entering and exiting their facility. CSX indicated that they do not support pedestrian or bicycle facilities on their property; however, if one were placed adjacent to their property, an anti-climb fence should be installed as part of the project to provide a physical barrier separating the Masonville Cove Connector from their active rail line.

The Masonville Cove Connector project team developed a fold-out brochure which contained background information about the MCEEC, each design concept, a comprehensive matrix outlining critical design factors considered during the design concept development, and a survey, which was distributed at many of the outreach events. The fold-out brochure was also converted into an on-line story map which displays each design concept and an online version of the survey. All outreach materials were presented in English and Spanish. The survey results were entered into the online survey database, and some key takeaways from the survey include:

- 98% support the proposed Masonville Cove Connector shared use path to the MCEEC.
- 95% support the proposed road diet or reduction of lanes from four lanes to two lanes.
- Four lanes are too many lanes for Frankfurst Ave.
- Concerns with pedestrian/bicycle safety if Frankfurst Ave. remains four lanes.
- Four lanes encourage speeding.
- Prefer a buffer greater than four feet.

Risk and Mitigation

Project Risks	Mitigation Strategy
Environmental Impacts	The project is anticipated to have a low environmental impact due to its location in transportation assets. A preliminary desktop investigation has been initiated as a part of the NEPA process. An additional review and update will be required, but no delays or significant environmental impacts are anticipated.
Delays in Permitting Process	MDOT has a strong relationship with the City of Baltimore, Maryland Department of Environment, and MD State Highway Administration. All these entities have relations with regulatory agencies and a programmatic agreement with FHWA to streamline the

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	NEPA process for minor projects, and this has already begun.
Budget Cuts	MPA has committed a Fund Certification that means that any funds certified for a specific project will not be cut.

E) Benefit/Cost Analysis

The Benefit-Cost Analysis (BCA) for the Masonville Cove Connector was conducted to evaluate the potential benefits associated with the installation of the MCC shared use path. The total undiscounted benefits are \$86,288,880 and total discounted benefits are \$54,664,072 resulting in the benefit-cost analysis net present value at \$47,031,951 and a Benefit Cost Ratio of 7.16.

The MCC will provide a safe, direct route for pedestrians and cyclists along Frankfurst Ave., improving connectivity to the MCEEC and addressing access barriers caused by the industrial nature of the area. Key benefits include enhanced safety, emission reductions, and equitable transportation and/or recreational options for Baltimore residents. At Hanover Street, the MCC will join the Baybrook Connector, planned to run between the Maryland Transit Administration’s Belle Grove Road Light Rail Station in Anne Arundel County and Reedbird Ave. in Cherry Hill where it will join the Middle Branch Trail south of MedStar Harbor Hospital and terminate at the new \$30 million Middle Branch Fitness and Wellness Center complex

As a part of the BCA, user volumes were projected based on community survey data from 2023, with adjustments made to mitigate potential bias from individuals more invested in community advocacy or the MCC, the interest in the use of the MCC percentages were reduced by 50% (Attachment 12 BCA Technical Memo). The analysis estimated that the MCC will realize 431,115 cyclist and pedestrian trips annually, including 46,404 recreational users (assumed 50% pedestrians and 50% cyclists) and 384,711 transportation trips annually (assumed 100% cyclists).

The installation of the MCC shared use path resulted in employing multiple parameter values as provided in Appendix A of the Benefit Cost Analysis Guidance for Discretionary Grants Programs (U.S. DOT, 2023).

- Capital Costs: The capital costs were derived from subcontractor estimates of \$8,863,764 over 2026 through early 2028. Total discounted costs were adjusted to \$7,632,121
- Operations and Maintenance Costs: The operations and maintenance costs included in the BCA were based on an engineer’s estimate of \$807,000. Total discounted costs were adjusted to \$505,571.
- Safety benefits were also analyzed using Crash Modification Factors (CMFs) from the CMF Clearinghouse, with anticipated reductions in traffic accidents along Frankfurst Ave. leading to significant reductions in injury and property damage costs, projected to save \$701,468 annually.
- Vehicle Operating Cost Savings for cyclists switching from driving amounted to \$200,050 annually.
- Emissions Reduction of \$29,638 per year for No Build CO2 Emissions Costs.
- Amenity benefits, which consider the total miles traveled by cyclists and pedestrians, were calculated at \$472,799 per year.

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- Health benefits from increased walking and cycling were substantial, with a combined value of \$2,950,839.

These data points demonstrate the MCC's capacity to deliver significant economic, health, and safety advantages to the local community. Emissions reductions are also a benefit of the MCC as the reduction in vehicle use related to transportation users contributes to the reduction in overall CO2 emissions.

In addition to the projected benefits, the BCA carefully considered the capital construction costs and ongoing operations and maintenance (O&M) expenses for the Masonville Cove Connector. The capital costs were derived from detailed subcontractor estimates comprising engineer's estimates using the Maryland State Highway Administration Cost Estimation Manual and Baltimore City bid tabulations. This cost equated to \$5,003,100 in 2006 and 2007. The operations and maintenance costs were estimated based on Maryland Department of the Environment Stormwater Design Manual inspection criteria, landscaping needs, and the upkeep of artistic features along the MCC. This cost ranged annually from \$35,000 to \$37,000 except 2040, which has a projected cost of \$122,000, including the resurfacing of the MCC.

II. BUDGET

We are seeking \$5,003,100 RCP grant funds towards the total project cost of \$10,006,200. MPA will contribute non-federal \$4,195,777 state MPA funds (MPA Commitment Letter) and \$807,323 federal FLAP (Attachment 13) funding already received for the Construction phase of this project for a total of \$5,003,100. Details are provided in the narrative and table below.

The other federal funds are comprised of one (1) FLAP grant awarded to the MPA in 2020 in the amount of \$1,200,000 with a \$304,000 match from USFWS for a total of \$1,504,000 to design and potentially construct a shared use path connecting the MCEEC and the Cove to neighboring communities. In 2022, MPA applied for a supplemental FLAP grant request of \$1,065,267 approved in 2023, bringing the revised FLAP total to \$2,265,267. Subsequently, the USFWS contributed an additional \$266,317 towards the award bringing the total to \$2,811,584 which funded design (overall, traffic, landscape, structural, roadway), environmental coordination including NEPA Coordination, outreach, utility coordination, maintenance of traffic, and right of way coordination and acquisition. Of this amount, \$807,323 is dedicated to support construction and accounts for the "Other Federal Funds" outlined in the budget.

In late 2024, engineering design firm Rummel, Klepper, & Kahl developed an engineer's estimate for the physical construction (excludes inspection, construction engineering oversight, project management, and twenty (20) percent contingency) of the Masonville Cove Connector. The engineer's estimate was based on a concept-level cross-section. The estimate was in the amount of \$6,150,000.00 and includes construction costs associated with the Masonville Cove Connector along the south side of Frankfurst Ave.

The thirty (30) percent design concept is anticipated to be completed in September 2025 with final design anticipated in July 2026 (funded under the FLAP grant) with construction to begin in Spring 2027 with completion in late Summer 2028.

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MES will support MPA on the Masonville Cove Connector project by providing administrative services, project management, engineering, outreach support, and procuring the AE and construction services for the project. 100% of the RCP funding requested will be provided to MES to complete the project with \$4,195,777 or 93% going to the subcontracted services. MES funds are included in the Administrative/Legal Expenses and Project Inspection Fees. Engineering estimate breakdown per construction items is shown in Attachment 14, non-RCP funding commitment documentation is included in Attachment 14 for the associated FLAP grant funding.

Budget Table				
Grant Request				
Cost Classification	RCN Funds (50%)	Other Federal Funds (8%)	Non Federal Match (42%)	Total Project Cost (100%)
1. Administrative/Legal Expenses	\$ -	\$ -	\$ 180,000	\$ 180,000
2. Land, structures, rights-of-way, appraisals, etc.	\$ -	\$ -	\$ -	\$ -
3. Relocation expenses and payments	\$ -	\$ -	\$ -	\$ -
4. Architectural and engineering fees	\$ -	\$ -	\$ -	\$ -
5. Other architectural and engineering fees	\$ 284,650	\$ -	\$ 560,350	\$ 845,000
6. Project inspection fees	\$ 471,850	\$ -	\$ 446,650	\$ 918,500
7. Site work	\$ 18,000	\$ -	\$ 127,000	\$ 145,000
8. Demolition and removal	\$ -	\$ -	\$ -	\$ -
9. Construction	\$ 2,560,900	\$ 807,323	\$ 2,781,777	\$ 6,150,000
10. Equipment	\$ -	\$ -	\$ -	\$ -
11. Miscellaneous	\$ -	\$ -	\$ 100,000	\$ 100,000
12. SUBTOTAL (Lines 1 - 11)	\$ 3,335,400	\$ 807,323	\$ 4,195,777	\$ 8,338,500
13. Contingencies	\$ 1,667,700	\$ -	\$ -	\$ 1,667,700
14. SUBTOTAL	\$ 5,003,100	\$ 807,323	\$ 4,195,777	\$ 10,006,200
15. Project (program) income	\$ -	\$ -	\$ -	\$ -
16. TOTAL PROJECT COST	\$ 5,003,100	\$ 807,323	\$ 4,195,777	\$ 10,006,200