

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-5**

**AMENDMENT TO THE 2021 – 2024 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 Harford Transit; and

***WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval anticipated in September, 2020; 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, the Maryland Department of Transportation on behalf of the Maryland Transit Administration has requested approval of an amendment to the 2021-2024 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the Maryland Transit Administration is requesting to add the Low or No Emission (Low-No) Bus Program project to the 2021-2024 TIP. This project will utilize an FTA Section 5339(c) discretionary grant to purchase three new electric buses and associated charging infrastructure (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 transit assets in a state of good repair and to reducing on-road mobile source emissions; and

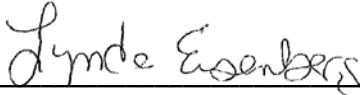
WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on September 1, 2020.

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 2021-2024 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 September 22, 2020.

9-22-2020
Date


Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

Low or No Emission (Low-No) Bus Program

TIP ID	40-2101-05	Year of Operation	2023
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1706	Est. Total Cost	\$5,899,500

Description:

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) will receive funds to purchase three new electric buses and associated charging infrastructure as it transitions to a zero emissions fleet. MDOT is providing the \$2.95 million in matching funds.

Justification:

MDOT MTA is committed to upgrading 50 percent of its fleet to zero-emission technology by 2030 in order to meet Maryland’s goal of reducing greenhouse gas emissions. This FTA grant funding will provide MDOT MTA the opportunity to purchase, test and evaluate zero-emission technology to identify future specifications, system and infrastructure requirements, and training needs.

Amendment: This amendment adds \$2.95 million in FTA Section 5339(c) Low or No Emission Vehicle discretionary grant program funds along with \$2.95 million in state matching funds to the 2021-2024 TIP. MDOT MTA was awarded funds from this discretionary grant program to purchase three new electric buses and associated charging infrastructure.

Connection to Long-Range Transportation Planning Goals:

- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





Low or No Emission (Low-No) Bus Program

(Funding in Thousands)

Section 5339(c) Low or No Emission Vehicle Discretionary Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,950	\$2,950	\$0	\$0	\$0	\$0	\$0	\$0	\$5,900
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,950	\$2,950	\$0	\$0	\$0	\$0	\$0	\$0	\$5,900
Total	\$2,950	\$2,950	\$0	\$0	\$0	\$0	\$0	\$0	\$5,900