

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-8**

**AMENDMENT TO THE 2024 – 2027 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 the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2024-2027 Transportation Improvement Program for the Baltimore region at its July 27, 2023 meeting, with federal approval on October 25, 2023; 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 City of Annapolis has requested approval of one amendment to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, The City of Annapolis is requesting to add one project to the 2024-2027 TIP for the Annapolis Electric Passenger Ferry Pilot Program. This amendment will add funds for engineering in FY 2024, procurement of passenger ferry vessels in FY 2024, and construction of landing areas and charging stations in FY 2024 and FY 2025 necessitating the amendment of this project (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 Infrastructure Investment and Jobs Act are met; 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 December 5, 2023.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendments to the 2024-2027 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 December 19, 2023.

12-19-23

Date



D'Andrea Walker, Chair
Baltimore Regional Transportation Board

Annapolis Electric Passenger Ferry Pilot Program

TIP ID	18-2401-99	Year of Operation	2025
Agency	Annapolis	Project Type	Other
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TBD	Est. Total Cost	\$3,500,000

Description:

The Annapolis Electric Ferry Pilot Program is a new passenger ferry service that will connect the Eastport and Downtown areas of Annapolis across the Spa Creek. Total project cost is \$3,500,000 consisting of \$2,975,000 in federal funds and \$525,000 in local matching funds.

The program consists of the following:

- (a) Procurement of up to two (2) battery electric passenger ferry vessels (\$1,800,000): federal funds - \$1,530,000; local funds - \$270,000.
- (b) Landing improvements (\$1,500,000): federal funds - \$1,275,000; local funds - \$225,000.
- (c) Charging infrastructure (\$200,000): federal funds - \$170,000; local funds - \$30,000.

Justification:

This program is one of several initiatives to address the dramatic impacts of climate change on Annapolis, a 400-year-old city and state capital that has twenty-two miles of waterfront and is at the front lines of this 21st century challenge.

The proposed route for ferry service is only one half mile. However, the route is a highly visible and popular route that has the potential to dramatically expand awareness of new battery electric maritime technology and expand equitable access to the waterfront for both residents and visitors to the city.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP and utilizes Section 5307(h) Passenger Ferry Grant Discretionary Program funds. This project will include \$1.4 million (\$1.19 million federal/\$210,000 matching) for construction in FY 2024-2025, \$1.8 million (\$1.53 million federal/\$270,000 matching) of "Other" funds for purchase of electric ferry boats in FY 2024, and \$300,000 (\$255,000 federal/\$45,000 matching) for engineering in FY 2024. The estimated total cost of this project is \$3,500,000.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation options and equity for all segments of the population.
- 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming.
- 5.E Implement Environmentally Responsible Transportation Solutions -- Reduce greenhouse gas emissions according to state and local plans.





Annapolis Electric Passenger Ferry Pilot Program

(Funding in Thousands)

Section 5307(h) Passenger Ferry Grant Discretionary Program **-NEW**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$170	\$30	\$1,020	\$180	\$0	\$0	\$0	\$0	\$1,400
OTH	\$1,530	\$270	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
ENG	\$255	\$45	\$0	\$0	\$0	\$0	\$0	\$0	\$300
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,955	\$345	\$1,020	\$180	\$0	\$0	\$0	\$0	\$3,500
Total	\$1,955	\$345	\$1,020	\$180	\$0	\$0	\$0	\$0	\$3,500



City of Annapolis
Transportation Department
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Annapolis, MD 21401-4007



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October 27, 2023

Mr. Todd Lang, Director of Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Attn: Keith Kucharek

RE: FY 24-27 TIP amendment for Annapolis Electric Ferry Pilot Program

TIP ID: 18-2401-99

Dear Mr. Lang:

The City of Annapolis is requesting an amendment to the FY 2024-2027 TIP for the Annapolis Electric Ferry Pilot Program. The TIP ID No. for this project is 18-2401-99.

The new Annapolis Electric Ferry Pilot Program is a new passenger ferry service that will connect the Eastport and Downtown areas of Annapolis across the Spa Creek. The program consists of the following: (a) two (2) battery electric passenger ferry vessels; (b) landing improvements; and (c) charging infrastructure.

This program is one of several planning initiatives to address the dramatic impacts of climate change on Annapolis, a 400-year-old city and state capital. The city has twenty-two miles of waterfront and it is at the front lines of this 21st century challenge. This program is not a capacity enhancement program and therefore, air quality conformity analysis is not needed.

The total cost of the program is \$3,500,000. The program is funded with Section 5307 Passenger Ferry Grant Discretionary Program (\$2,975,000) and local funds (\$525,000).

A completed TIP form for the program is attached with additional information. If you have any questions, please contact me at (410) 263-7964, x6001 or kad@annapolis.gov.

Sincerely,

Kwaku Agyemang-Duah, Ph.D.
Deputy Director

cc: Eric Leshinsky, AICP, Chief of Comprehensive Planning, City of Annapolis
Jacqueline Guild, Esq., Deputy City Manager, City of Annapolis

Annapolis Electric Passenger Ferry Pilot Program

TIP Id #	18-2401-99	Year of Operation	2025
Agency	City of Annapolis	Project Type	Passenger Ferry Service
Project Category	Electric Ferry	Functional Class	N/A
Conformity Status	Exempt	Physical Data	0.5 miles
CIP/CTP Page#	xx	Estimated Total Cost	\$3,500,000

Description	Justification
<p><i>The Annapolis Electric Ferry Pilot Program is a new passenger ferry service that will connect the Eastport and Downtown areas of Annapolis across the Spa Creek. Total project cost is \$3,500,000 consisting of \$2,975,000 in federal funds and \$525,000 in local matching funds.</i></p> <p><i>The program consists of the following:</i></p> <p><i>(a) Procurement of up to two (2) battery electric passenger ferry vessels (\$1,800,000): federal funds - \$1,530,000; local funds - \$270,000.</i></p> <p><i>(b) Landing improvements (\$1,500,000): federal funds - \$1,200,000; local funds - \$300,000.</i></p> <p><i>(c) Charging infrastructure (\$200,000): federal funds - \$170,000; local funds - \$30,000.</i></p>	<p><i>This program is one of several planning initiatives to address the dramatic impacts of climate change on Annapolis, a 400-year-old city and state capital that has twenty-two miles of waterfront and is at the front lines of this 21st century challenge.</i></p> <p><i>The proposed route for ferry service is only one half mile. However, the route is a highly visible and popular route that has the potential to dramatically expand awareness of new battery electric maritime technology and expand equitable access to the waterfront for both residents and visitors to the city.</i></p>

Fund Source: Section 5307 Passenger Ferry Grant Discretionary Program

Phase	ANNAPOLIS ELECTRIC PASSENGER FERRY PILOT PROGRAM								Project Totals
	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	4-Year Total
CON	170,000	30,000	1,020,000	180,000	-	-	-	-	1,400,000
OTH (Vessel)	1,530,000	270,000	-	-	-	-	-	-	1,800,000
ENG	255,000	45,000	-	-	-	-	-	-	300,000
PP	-	-	-	-	-	-	-	-	-
ROW	-	-	-	-	-	-	-	-	-
Totals	1,955,000	345,000	1,020,000	180,000	-	-	-	-	3,500,000

Status: *Provide one or two sentences on current status of project, anticipated schedule, etc.* Preparation is underway for an environmental impact assessment. All project components are expected to begin in FY 2024. The ferry service is anticipated to be in service in FY 2025.

Proposed Landing Locations: *See attached.*

Connection to LRTP Goals:

3.A. Improve Accessibility -- Increase transportation alternatives for all segments of the population.

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.

1.B Improve System Safety -- Apply safety-related management and operations techniques.
1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.D Improve System Safety -- Improve emergency response time.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
2.G Improve and Maintain the Existing Infrastructure -- Encourage local jurisdictions to develop comprehensive asset management programs
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
3.F Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan.
3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.
3.H Improve Accessibility -- Increase transportation equity throughout the system
4. Increase Mobility
4.A Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).
4.C Increase Mobility -- Expand transit service coverage / hours of operation.
4.D Increase Mobility -- Apply mobility-related management and operations techniques.
4.E Increase Mobility -- Improve reporting of delays and incidents.
4.F Increase Mobility -- Support a regional, long-distance bikeway network.

5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
5.B Conserve and Enhance the Environment -- Reduce surface runoff.
5.C Conserve and Enhance the Environment -- Provide incentives for zero-emission vehicles.
5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.
5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.
5.F Conserve and Enhance the Environment -- Promote physical activity.
6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.
6.C Improve System Security -- Apply security-related management and operations techniques.
6.F Improve System Security -- Increase system redundancy.
6.G Improve System Security -- Plan for transportation-related effects of climate change.
7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.
7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.
7.G Promote Prosperity and Economic Opportunity -- Promote development around existing transit stations.
7.H Promote Prosperity and Economic Opportunity -- Invest in upgrading transportation assets and facilities that promote tourism
9. Promote Informed Decision Making

