


F R O M	NAME & TITLE	Steve Sharkey, Director	CITY of BALTIMORE M E M O	
	AGENCY NAME & ADDRESS	Department of Transportation (DOT) 417 E Fayette Street, Room 527		
	SUBJECT	City Council Bill 21-0159		

TO: Mayor Brandon M. Scott
TO: Ways & Means Committee
FROM: Department of Transportation
POSITION: **No Objection**
RE: Council Bill – 21-0159

DATE: 1/10/22

INTRODUCTION – Procurement - Zero-Emission Vehicles

PURPOSE/PLANS – For the purpose of converting the City fleet of vehicles, subject to certain exceptions, to zero-emission vehicles; defining certain terms; authorizing rules and regulations; and generally related to the City’s procurement of vehicles.

COMMENTS – Council Bill 21-0159 looks to establish timeline benchmarks, eventually requiring full conversion of the City’s vehicle fleet to zero-emissions vehicles. The legislation requires 50% of the City fleet to be comprised of zero emissions vehicles by 2030 and 100% of City fleet be zero emissions vehicles by 2040. Exemptions are made for critical vehicles that may not have zero emissions options available. Additionally, the legislation would require the City’s Purchasing Agent to submit an annual report to the Mayor and City Council, summarizing the procurement of zero emissions vehicles over the course of the previous year.

Generally, management of the City’s vehicle fleet falls under the umbrella of the Department of General Services. Baltimore City Department of Transportation (DOT) however, does oversee a modest size of vehicles by way of DOT’s Transit Bureau. DOT’s Transit Bureau oversees operations of both the fare-free Charm City Circulator and fare-free Harbor Connector. Two critical factors must be considered when looking toward zero emissions fleet conversion. First, the remaining life of existing vehicles must be measured. When does it make the most sense fiscally to replace the vehicle? Secondly, the infrastructure required to support zero emissions vehicles, such as charging equipment, must be factored in. This additional infrastructure adds an additional fiscal impact to fleet conversion.

During the 2021 State Legislative Session, Senate Bill 137 - Maryland Transit Administration – Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act) was adopted. MDOT MTA is currently studying the feasibility of converting their core bus fleet to zero-emissions vehicles with a focus on the cost of zero emissions vehicles, their reliability, and the infrastructure necessary to accommodate such a fleet. A similar study through the MDOT MTA’s Office of Local Transit Support will be studying similar requirements for the 22 locally run transit agencies across Maryland, including Baltimore City’s Charm City Circulator.

AGENCY/DEPARTMENT POSITION – The Baltimore City Department of Transportation does foresee future fiscal impact on the agency resulting from the passage of Council Bill 21-0159. Additionally, the agency’s Transit Bureau is concerned that meeting the 50% benchmark by 2030 would be challenging given the projected lifespan of Charm City Circulator busses procured under the current contract. Despite these concerns, DOT does support efforts to convert the City’s fleet to zero emission vehicles and has no objection to Council Bill 21-0159.

If you have any questions, please do not hesitate to contact Liam Davis at Liam.Davis@baltimorecity.gov or at 410-545-3207.

Sincerely,

Steve Sharkey
Director