



# New Transit Maintenance Depot

(P502402)

Category	Transportation	Date Last Modified	01/05/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,000	-	-	2,000	-	2,000	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>2,000</b>	<b>-</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	2,000	-	-	2,000	-	2,000	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>2,000</b>	<b>-</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	2,000	Year First Appropriation	FY24
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

## PROJECT DESCRIPTION

This project will fund land acquisition, planning, design and construction of a new transit bus depot to support growth of the Ride On bus fleet, and to continue the County's transition to a zero emission fleet. The new depot will accommodate up to 150 buses, and include capabilities for bus maintenance and repair, washing, vaulting, charging/fueling, storage and employee parking.

## ESTIMATED SCHEDULE

Initial planning, including a Program of Requirements, was completed in FY23 as part of the County's Zero Emissions Bus Transition Plan. Preliminary design will begin in FY24.

## PROJECT JUSTIFICATION

Ride On is experiencing significant fleet growth due to the introduction of Flex, Extra and Bus Rapid Transit (Flash) services. The Nicholson Court bus depot is in the last 5-year term of a multiyear lease, which expires in 2027. Extending the lease is not an option as the current site cannot accommodate projected fleet growth, nor can the facility accommodate the maintenance and refueling infrastructure necessary to meet the County's commitment to a zero emission bus fleet.

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## DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

## COORDINATION

Department of General Services, Department of Transportation, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Department of Finance, Department of Technology and Enterprise Business Services, Office of Management and Budget, WSSC Water, PEPCO, Washington Gas