



Ride On Bus Fleet

(P500821)

Category	Transportation	Date Last Modified	01/09/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	800	-	200	600	100	100	100	100	100	100	-
Other	629,879	231,924	66,704	331,251	25,350	78,888	82,065	49,407	43,212	52,329	-
TOTAL EXPENDITURES	630,679	231,924	66,904	331,851	25,450	78,988	82,165	49,507	43,312	52,429	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	422,628	83,037	51,924	287,667	22,850	68,556	80,565	23,155	41,712	50,829	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	61,480	47,000	4,880	9,600	1,600	1,600	1,600	1,600	1,600	1,600	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	2,350	-	-	-	-	-	-	-	-	-
Short-Term Financing	118,100	81,261	3,255	33,584	-	8,832	-	24,752	-	-	-
State Aid	17,795	10,340	6,455	1,000	1,000	-	-	-	-	-	-
TOTAL FUNDING SOURCES	630,679	231,924	66,904	331,851	25,450	78,988	82,165	49,507	43,312	52,429	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	23,050	Year First Appropriation	FY09
Appropriation FY 28 Request	78,988	Last FY's Cost Estimate	501,920
Cumulative Appropriation	301,228		
Expenditure / Encumbrances	296,253		
Unencumbered Balance	4,975		

PROJECT DESCRIPTION

This project provides for the purchase of replacement and additional buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan and the Federal Transportation Administration's service guidelines.

ESTIMATED SCHEDULE

The funding schedule provides for the replacement of 234 heavy transit buses in FY27-32. All buses will be replaced with zero emission models with the goal of transitioning to a 100 percent zero-emission fleet.

COST CHANGE

The cost increase is due to the addition of FY31-32 and updated contract prices for zero-emission buses.

PROJECT JUSTIFICATION

The full-size transit buses have an expected useful life of twelve years. Smaller buses have an expected useful life of ten years. Microtransit buses have an expected life of four years.

OTHER

Montgomery County is committed to transitioning its bus fleet to 100 percent zero emissions. The County will continue to apply for grants to cover the cost of additional zero emission buses and associated infrastructure. Recent and planned deployments of zero emission buses maintain Ride On's position as a leader among transit agencies in the reduction of greenhouse gas emissions.

Planned bus procurements assume that complimentary and required maintenance and charging/fueling infrastructure projects will be in place as needed. Key infrastructure projects include the construction of a New Transit Maintenance Depot (P502402); a hydrogen generation and fueling facility (P502408) and energy upgrades to the Brookville depot.

Due to infrastructure constraints, 61 small diesel buses have been refurbished to extend their service lives, delaying replacement until zero emission charging/fueling infrastructure plans are developed for all depots.

Zero emission bus prices may fluctuate due to tariff rates under governmental negotiation.

FISCAL NOTE

State and Federal Aid include transit formula grants allocated by the State of Maryland. State aid also includes State grants for capital projects in Montgomery County awarded during the 2023 State General Assembly Session.

FY24 supplemental in Current Revenue: Mass Transit for the amount of \$42,024,000, Federal aid for the amount of \$3,200,000, State aid for the amount of \$800,000.

State Aid was reduced by \$2.4 million in FY27 because actual State Aid received was less than assumed in prior years.

DISCLOSURES

Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Department of General Services, Maryland Transit Administration