



Ride On Bus Fleet

(P500821)

Category	Transportation	Date Last Modified	03/14/19
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Other	263,088	137,749	13,848	111,491	18,558	20,574	17,292	9,432	24,083	21,552	-
TOTAL EXPENDITURES	263,088	137,749	13,848	111,491	18,558	20,574	17,292	9,432	24,083	21,552	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Contributions	820	430	45	345	-	345	-	-	-	-	-
Current Revenue: Mass Transit	106,471	23,126	4,872	78,473	250	13,864	15,292	7,432	22,083	19,552	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	48,680	28,469	4,496	15,715	3,350	5,965	1,600	1,600	1,600	1,600	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	2,350	-	-	-	-	-	-	-	-	-
Short-Term Financing	81,321	66,728	35	14,558	14,558	-	-	-	-	-	-
State Aid	15,940	9,140	4,400	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	263,088	137,749	13,848	111,491	18,558	20,574	17,292	9,432	24,083	21,552	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	20,574	Year First Appropriation	FY09
Cumulative Appropriation	170,155	Last FY's Cost Estimate	259,743
Expenditure / Encumbrances	150,646		
Unencumbered Balance	19,509		

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

FY19: 9 full-size diesel, 19 small diesel, 4 electric, and 7 microtransit; FY20: 18 large diesel, 10 electric, 2 small diesel, and 1 CNG ; FY21: 22 full-size hybrid; FY22: 13 full-size hybrid; FY23: 1 large diesel, 12 full-size hybrid, 28 small diesel, and 7 microtransit; FY24:

8 full-size hybrid and 32 small diesel

COST CHANGE

Increase due to the addition of Federal Aid to cover incremental cost of electric buses, insurance proceeds and matching current revenue to replace totaled CNG bus offset by decrease of three large diesel buses due to frequency reductions.

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.

FISCAL NOTE

Contributions in FY20 represents insurance proceeds.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services, Maryland Transit Administration