



# Ride On Bus Fleet

(P500821)

Category	Transportation	Date Last Modified	03/14/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Other	279,354	152,415	38,314	88,625	16,791	9,432	24,083	21,552	6,300	10,467	-
<b>TOTAL EXPENDITURES</b>	<b>279,354</b>	<b>152,415</b>	<b>38,314</b>	<b>88,625</b>	<b>16,791</b>	<b>9,432</b>	<b>24,083</b>	<b>21,552</b>	<b>6,300</b>	<b>10,467</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	118,737	24,938	17,174	76,625	14,791	7,432	22,083	19,552	4,300	8,467	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	51,880	32,966	9,314	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	81,321	74,685	6,636	-	-	-	-	-	-	-	-
State Aid	16,740	9,540	4,800	2,400	400	400	400	400	400	400	-
<b>TOTAL FUNDING SOURCES</b>	<b>279,354</b>	<b>152,415</b>	<b>38,314</b>	<b>88,625</b>	<b>16,791</b>	<b>9,432</b>	<b>24,083</b>	<b>21,552</b>	<b>6,300</b>	<b>10,467</b>	<b>-</b>

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

Appropriation FY 21 Approp. Request	16,791	Year First Appropriation	FY09
Appropriation FY 22 Approp. Request	9,432	Last FY's Cost Estimate	263,088
Cumulative Appropriation	190,729		
Expenditure / Encumbrances	168,609		
Unencumbered Balance	22,120		

## 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

FY21: 10 electric and 15 small diesel; FY22: 13 full-size hybrid; FY23: 12 full-size hybrid, 28 small diesel, and 7 microtransit; FY24: 8 full-size hybrid and 32 small diesel; FY25: 12 large diesel; FY26: 18 CNG and 1 small diesel

---

## COST CHANGE

Increase due to the addition of FY25 and FY26.

## 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

MCDOT has applied for grants to cover the incremental cost of additional electric buses. If successful, it is expected that the number of small diesels in FY21 would be reduced in favor of electric buses. Electric buses comprise 40 percent of new bus purchases in FY21 and could increase further if the Department of Transportation is successful on two (Federal and State) bus grant applications. This exceeds standards compared to most other transit agencies. For example, California, considered a leader in zero bus emissions implementation, recently enacted a regulation that will require all large transit agencies to include at least 25 percent zero emission buses in their new bus purchases beginning in 2023.

## 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