



Ride On Bus Fleet

(P500821)

Category	Transportation	Date Last Modified	03/11/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Other	278,783	171,060	19,669	88,054	12,021	8,900	28,872	21,494	6,300	10,467	-
TOTAL EXPENDITURES	278,783	171,060	19,669	88,054	12,021	8,900	28,872	21,494	6,300	10,467	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY20	Rem 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	118,166	33,396	8,716	76,054	10,021	6,900	26,872	19,494	4,300	8,467	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	51,880	36,177	6,103	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	81,261	60	-	-	-	-	-	-	-	-
State Aid	16,740	9,940	4,400	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	278,783	171,060	19,669	88,054	12,021	8,900	28,872	21,494	6,300	10,467	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Approp. Request	4,130	Year First Appropriation	FY09
Cumulative Appropriation	207,520	Last FY's Cost Estimate	279,354
Expenditure / Encumbrances	181,327		
Unencumbered Balance	26,193		

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 5 small diesel; FY22: 10 electric; FY23: 10 electric, 36 small diesel, 3 large diesel, and 7 microtransit; FY24: 10 electric and 22 small diesel, and 4 large diesel; FY25: 12 large diesel; FY26: 18 CNG and 1 small diesel.

COST CHANGE

Change due to the mix of bus types, with a phaseout of hybrid buses and an increasing reliance on electric 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

MCDOT will continue to apply for grants to cover the incremental cost of additional electric buses. In FY21 and FY22, electric buses comprise 67 and 100 percent of new bus purchases, respectively. 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