



Ride On Bus Fleet

(P500821)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Other	376,209	181,090	39,734	155,385	17,220	23,015	19,845	21,300	34,610	39,395	-
TOTAL EXPENDITURES	376,209	181,090	39,734	155,385	17,220	23,015	19,845	21,300	34,610	39,395	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	165,767	41,329	26,878	97,560	15,220	17,820	15,715	16,105	16,370	16,330	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	55,080	37,874	7,606	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	127,146	81,261	60	45,825	-	3,195	2,130	3,195	16,240	21,065	-
State Aid	17,540	10,340	4,800	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	376,209	181,090	39,734	155,385	17,220	23,015	19,845	21,300	34,610	39,395	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	17,220	Year First Appropriation	FY09
Appropriation FY 24 Request	23,015	Last FY's Cost Estimate	289,976
Cumulative Appropriation	220,824		
Expenditure / Encumbrances	190,465		
Unencumbered Balance	30,359		

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

FY23: 13 large zero-emission; FY24: 16 large zero-emission and 7 microtransit; FY25: 18 large zero-emission; FY26: 20 large zero-emission; FY27: 7 large zero-emission and 28 small zero-emission; FY28: 8 large zero-emission, 30 small zero-emission, and 7

microtransit.

COST CHANGE

The cost increase is due to the addition of FY27-FY28 and to the purchase of zero-emission buses. Costs in all years reflect the purchase of zero-emission vehicles with the goal of transitioning to a 100% zero-emission fleet.

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 cost of additional zero emission buses and associated infrastructure. By deploying zero emission buses in lieu of clean diesel and CNG buses, Ride On will reduce harmful emissions of greenhouse gases associated with its fleet.

Ride On through its commitment to have all future purchases zero-emission buses, is exceeding 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. Planned bus procurements assume that complimentary and required maintenance and charging/fueling infrastructure projects will be in place as needed. Planning for the development and further implementation of these projects will be funded primarily through this CIP. Due to infrastructure constraints, 61 small diesel buses will be refurbished to extend their service lives and delay replacement until zero-emission charging/fueling infrastructure plans are developed for all depots.

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