

Resolution No.: 20-320  
Introduced: October 3, 2023  
Adopted: November 7, 2023

**COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND**

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Lead Sponsor: Council President at the Request of the County Executive

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**SUBJECT:** Amendment to the FY23-28 Capital Improvements Program #24-20  
Montgomery County Government  
Department of Transportation  
Ride On Bus Fleet (No. 500821)

**Background**

1. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
2. The County Executive recommends this amendment to the FY23-28 Capital Improvements Program as shown on the attached project description form.
3. This amendment is needed to implement green hydrogen technology in transit for the first time in the State of Maryland. Montgomery County has received a grant from the Federal Transit Administration to fund a hydrogen production and fueling facility that will power the County's first 13 hydrogen fuel cell buses. The recommended amendment specifies that the Ride On Bus Fleet project will fund the purchase of hydrogen fuel cell buses to provide the required match for federal funds, and is consistent with the criteria for amending the CIP because the project leverages significant non-County sources of funds.
4. The County Executive recommends an amendment to Ride On Bus Fleet (No. 500821).
5. Notice of public hearing was given and a public hearing was held on October 17, 2023.

**Action**

The County Council for Montgomery County, Maryland, approves the following action:

The FY23-28 Capital Improvements Program of the Montgomery County Government is amended as described above and as reflected on the attached project description form.

This is a correct copy of Council action.

A handwritten signature in black ink, appearing to read 'Sara', written over a horizontal line.

Sara R. Tenenbaum  
Clerk of the Council



## Ride On Bus Fleet (P500821)

|               |                    |                      |                |
|---------------|--------------------|----------------------|----------------|
| Category      | Transportation     | Date Last Modified   | 11/29/22       |
| SubCategory   | Mass Transit (MCG) | Administering Agency | Transportation |
| Planning Area | Countywide         | Status               | Ongoing        |

| Total | Thru FY22 | Rem FY22 | Total<br>6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond<br>6 Years |
|-------|-----------|----------|------------------|-------|-------|-------|-------|-------|-------|-------------------|
|-------|-----------|----------|------------------|-------|-------|-------|-------|-------|-------|-------------------|

### EXPENDITURE SCHEDULE (\$000s)

|                           |                |                |               |                |               |               |               |               |               |               |          |
|---------------------------|----------------|----------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|----------|
| Other                     | 376,209        | 181,198        | 39,626        | 155,385        | 17,220        | 23,015        | 19,845        | 21,300        | 34,610        | 39,395        | -        |
| <b>TOTAL EXPENDITURES</b> | <b>376,209</b> | <b>181,198</b> | <b>39,626</b> | <b>155,385</b> | <b>17,220</b> | <b>23,015</b> | <b>19,845</b> | <b>21,300</b> | <b>34,610</b> | <b>39,395</b> | <b>-</b> |

### FUNDING SCHEDULE (\$000s)

|                                 |                |                |               |                |               |               |               |               |               |               |          |
|---------------------------------|----------------|----------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|----------|
| Contributions                   | 820            | 430            | 390           | -              | -             | -             | -             | -             | -             | -             | -        |
| Current Revenue: Mass Transit   | 163,312        | 41,329         | 26,878        | 95,105         | 15,220        | 15,365        | 15,715        | 16,105        | 16,370        | 16,330        | -        |
| Fed Stimulus (State Allocation) | 6,550          | 6,550          | -             | -              | -             | -             | -             | -             | -             | -             | -        |
| Federal Aid                     | 55,080         | 37,982         | 7,498         | 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                       | 19,995         | 10,340         | 4,800         | 4,855          | 400           | 2,855         | 400           | 400           | 400           | 400           | -        |
| <b>TOTAL FUNDING SOURCES</b>    | <b>376,209</b> | <b>181,198</b> | <b>39,626</b> | <b>155,385</b> | <b>17,220</b> | <b>23,015</b> | <b>19,845</b> | <b>21,300</b> | <b>34,610</b> | <b>39,395</b> | <b>-</b> |

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

|                                    |         |                          |         |
|------------------------------------|---------|--------------------------|---------|
| Appropriation FY 24 Request        | 23,015  | Year First Appropriation | FY09    |
| Supplemental Appropriation Request | -       | Last FY's Cost Estimate  | 376,209 |
| Cumulative Appropriation           | 238,044 |                          |         |
| Expenditure / Encumbrances         | 190,521 |                          |         |
| Unencumbered Balance               | 47,523  |                          |         |

### 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 (including 13 hydrogen fuel cell electric vehicles to provide match funds for a federal grant) 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.

### 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.

### FISCAL NOTE

State aid in FY24 includes State grants for capital projects in Montgomery County preauthorized during the 2022 State General Assembly Session. This project provides local match funds for a Federal Transit Administration Low or No Emission Grant for the Hydrogen Fuel Cell Fueling Site project (P502408).

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## DISCLOSURES

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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

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Department of General Services, Maryland Transit Administration