

## FY 2003 Programming Guidance For Transit Vehicles

Vehicle Type	Standard Description	Typical Capacities (Seats/WC's)	Ceiling* for Federal Participation	Federal Replacement Threshold
Minivan	Minivan	3/1, 1/2	83% of \$ 40,000	4 yr/100,000 mi.
Non-ADA Standard Minivan	Non-ADA Standard Minivan	6	80% of \$ 27,000	4 yr/100,000 mi.
Conversion Van	Conversion Van	8/1, 4/2	83% of \$ 42,000	4 yr/100,000 mi.
Non-ADA Conversion Van	Non-ADA Conversion Van	14	80% of \$ 34,000	4 yr/100,000 mi.
Non-ADA Standard Van	Non-ADA Standard Van	14	80% of \$ 28,000	4 yr/100,000 mi.
Light Duty Bus (138" wb)	138" LD bus	8/1, 4/2	83% of \$ 52,000	4 yr/100,000 mi.
Non-ADA LD Bus (138" wb)	Non-ADA 138" LD bus	13	80% of \$ 44,000	4 yr/100,000 mi.
Light Duty Bus (158" wb)	158" LD bus	13/1, 6/2	83% of \$ 54,000	4 yr/100,000 mi.
Non-ADA LD Bus (158" wb)	Non-ADA 158" LD bus	17-21	80% of \$ 46,000	4 yr/100,000 mi.
Light Duty Bus (176" wb)	176" LD bus	14/2, 10/3	83% of \$ 58,000	4 yr/100,000 mi.
Non-ADA LD Bus (176" wb)	Non-ADA 176" LD bus	25	80% of \$ 48,000	4 yr/100,000 mi.
Medium Duty Bus (to 28ft)	28' MD bus	9/2, 6/3	83% of \$110,000	7 yr/200,000 mi.
Medium Duty Bus (29-32ft)	30' MD bus	13/2, 10/3	83% of \$114,000	7 yr/200,000 mi.
Medium Duty Bus (33-36ft)	35' MD bus	17/2, 14/3	83% of \$128,000	7 yr/200,000 mi.
Medium Duty Bus (37-42ft)	40' MD bus	21/2, 18/3	83% of \$142,000	7 yr/200,000 mi.
Heavy Duty Bus (26-29ft)	26' HD bus	18/2, 14/3	83% of \$224,000	10 yr/350,000 mi.
Heavy Duty Bus (29-34ft)	30' HD bus	26/2, 22/3	83% of \$254,000	10 yr/350,000 mi.
Heavy Duty Bus (35-39ft)	35' HD bus	34/2, 30/3	83% of \$272,000	12 yr/500,000 mi.
Heavy Duty Bus (40-42ft)	40' HD bus	42/2, 38/3	83% of \$282,000	12 yr/500,000 mi.

Diesel Engine: included in ceiling for HD and MD buses; but add \$4,000 to programmed cost for vans and light duty buses.

Alternate Fuel Engine: add funding required to ceiling shown and justify cost increase separately for CNG, LNG, or other clean air engine/features.

Urban Fixed-Route Configuration: included in ceiling for HD buses; but, for purchasing farebox, two way radios, destination signs, passenger signal device(s), PA system and standee grab bars add \$5,000 to programmed cost for LD and MD buses. If destination signs are electronic for a MD bus the fixed route configuration may be increased to \$8,000.

Low Floor/Ramp Access: included in ceiling for HD vehicles but for any MD bus add \$14,000 to programmed cost and plan on reduced passenger capacity.

Vehicle Rehabilitation (REHAB): may be programmed for minivans, vans, LD and MD buses at 30% of new cost (i.e. FY2002 Ceiling) with 80% federal participation, if vehicle has met minimum FTA replacement (REPL) threshold. (Once rehabbed, a vehicle's replacement threshold will be 50% of the federal replacement threshold for a new vehicle.)

Vehicle Remanufacture (REMAN): may be programmed for HD buses meeting replacement threshold at 50% of "new" cost with 80% federal participation. (Once remanufactured, a vehicle's replacement threshold will be 66% of the federal replacement threshold.)

\* Ceilings shown reflect that each vehicle programmed must be equipped to meet ADA unless it is specifically described and justification is provided for the vehicle to be "Non-ADA". Two-way radio purchase/transfer, vehicle inspection and make ready costs, and factory visit costs are also eligible expenses under these ceilings.