

## FY 2021 Programming Guidance for Transit Vehicles

| Vehicle type                     | Standard description     | Typical capacities (seats/wheelchairs) | Ceiling* for federal participation | Federal replacement threshold |
|----------------------------------|--------------------------|--|------------------------------------|-------------------------------|
| Minivan                          | Minivan                  | 3/1, 1/2                               | 85% of \$54,065                    | 4 yr./100,000 mi.             |
| Non-ADA standard minivan         | Non-ADA standard minivan | 6                                      | 80% of \$39,905                    | 4 yr./100,000 mi.             |
| Conversion van**                 | Conversion van           | 8/1, 4/2                               | 85% of \$56,228                    | 4 yr./100,000 mi.             |
| Non-ADA standard van**           | Non-ADA standard van     | 14                                     | 80% of \$40,008                    | 4 yr./100,000 mi.             |
| Light-duty (LD) bus (138" wb)    | 138" LD bus              | 8/1, 4/2                               | 85% of \$85,474                    | 5 yr./150,000 mi.             |
| Non-ADA LD bus (138" wb)         | Non-ADA 138" LD bus      | 13                                     | 80% of \$71,572                    | 5 yr./150,000 mi.             |
| Light-duty bus (158" -170" wb)   | 158" LD bus              | 13/1, 6/2                              | 85% of \$87,637                    | 5 yr./150,000 mi.             |
| Non-ADA LD bus (158" - 170" wb)  | Non-ADA 158" LD bus      | 17-21                                  | 80% of \$73,631                    | 5 yr./150,000 mi.             |
| Light-duty bus (176" wb)         | 176" LD bus              | 14/2, 10/3                             | 85% of \$93,198                    | 5 yr./150,000 mi.             |
| Non-ADA LD bus (176" wb)         | Non-ADA 176" LD bus      | 25                                     | 80% of \$79,038                    | 5 yr./150,000 mi.             |
| Medium-duty (MD) bus (to 28 ft.) | 28' MD bus               | 12/2, 8/3                              | 85% of \$182,740                   | 7 yr./200,000 mi.             |
| Medium-duty bus (29-32 ft.)      | 30' MD bus               | 13/2, 10/3                             | 85% of \$188,249                   | 7 yr./200,000 mi.             |
| Medium-duty bus (33-36 ft.)      | 35' MD bus               | 17/2, 14/3                             | 85% of \$215,333                   | 7 yr./200,000 mi.             |
| Medium-duty bus (37-42 ft.)      | 40' MD bus               | 21/2, 18/3                             | 85% of \$239,122                   | 7 yr./200,000 mi.             |
| Heavy-duty (HD) bus (26-29 ft.)  | 26' HD bus               | 18/2, 14/3                             | 85% of \$411,203                   | 10 yr./350,000 mi.            |
| Heavy-duty bus (30-34 ft.)       | 30' HD bus               | 26/2, 22/3                             | 85% of \$465,268                   | 10 yr./350,000 mi.            |
| Heavy-duty bus (35-39 ft.)       | 35' HD bus               | 34/2, 30/3                             | 85% of \$472,888                   | 12 yr./500,000 mi.            |
| Heavy-duty bus (40-42 ft.)       | 40' HD bus               | 42/2, 38/3                             | 85% of \$497,707                   | 12 yr./500,000 mi.            |

**Note: Percentages may be different depending on the grant**

**Diesel engine:** included in ceiling for HD and MD buses; but add \$8,000 to programmed cost for LD buses. [Be sure to list "diesel" in project description.] Alternate fuel engine: add funding required to ceiling shown and justify cost increase separately for compressed natural gas (CNG), liquid natural gas (LNG), or other clean air engine/features.

**Low-floor:** included in ceiling for HD buses; but, for purchasing MD buses, add \$75,000 to programmed cost. If purchasing LD buses, add \$50,000.

**Urban fixed-route configuration:** included in ceiling for HD buses; but, for purchasing farebox, light-emitting diode (LED) destination signs, passenger signal devices(s), PA system, and standee grab bars add \$7,000 to programmed cost for LD and MD buses.

**Vehicle surveillance systems:** If a vehicle will be equipped with an expansion (not replacement) digital video and audio surveillance system, the program ceiling for that vehicle type should be increased: 1) for van type vehicles that will be equipped with at least two cameras by \$2,500 (\$2,125 federal); 2) for LD buses that will be equipped with at least four cameras by \$4,000 (\$3,400 federal), by at least six cameras by \$6,000 (\$5,100 federal); and 3) for MD/HD buses that will be equipped with at least six cameras by \$8,000 (\$6,800 federal) and with at least eight cameras \$10,000 (\$8,500 federal).

**Body styling upgrades:** Each program ceiling shown is for a standard revenue vehicle. Body styling upgrades (e.g., trolley; BRT styling) are allowed as a separate line item in the TIP. Such upgrades must use local, formula, STP or other funds rather than statewide Section 5339 funding.

**Vehicle rehabilitation (rehab):** may be programmed for any revenue vehicle at 30 percent of new cost (I.e. SFY 2015 ceiling with 80 percent federal participation, if vehicle has met minimum FTA replacement (repl) threshold. Once rehabbed, a vehicle's replacement threshold will be 50 percent of the federal replacement threshold for a new vehicle.

**\*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". Section 5339 funds will not be used toward Non-ADA vehicle purchases. Two-way radio purchase/transfer, vehicle inspection and make ready costs, as well as factory visit costs are also eligible expenses under these ceilings.

\*\* Conversion and standard vans with wheelbases of 127" to 148" are not recommended for "like kind" replacement or fleet expansion under Iowa DOT administered grants. NHTSA has issued warnings about the safety of conversion and standard vans. Some insurance carriers have also increased premiums, or may deny coverage, on these types of vehicles. As such, transit systems planning to purchase replacements for such vehicles are permitted/encouraged to program a minivan or a light duty bus instead.

**Price adjustments for future program years:** Vehicle type replacement values are adjusted annually based upon a 3 year average of the Producer Price Index, with the discretion of the Office of Public Transit to make adjustments as deemed necessary (Producers Price Index (PPI) category #WPU1413, Transportation Equipment, Truck and Bus Bodies )