



FY 2023 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	\$67,360	4 yr./100,000 mi.
Non-ADA standard minivan	Non-ADA standard minivan	6	80% of	\$43,570	4 yr./100,000 mi.
Conversion van**	Conversion van	8/1, 4/2	85% of	\$64,950	4 yr./100,000 mi.
Non-ADA standard van**	Non-ADA standard van	14	80% of	\$43,690	4 yr./100,000 mi.
Light-duty (LD) bus (138" wb)	138" LD bus	8/1, 4/2	85% of	\$93,340	5 yr./150,000 mi.
Non-ADA LD bus (138" wb)	Non-ADA 138" LD bus	13	80% of	\$78,160	5 yr./150,000 mi.
Light-duty bus (158" -170" wb)	158" LD bus	13/1, 6/2	85% of	\$95,700	5 yr./150,000 mi.
Non-ADA LD bus (158" - 170" wb)	Non-ADA 158" LD bus	17-21	80% of	\$80,410	5 yr./150,000 mi.
Light-duty bus (176" wb)	176" LD bus	14/2, 10/3	85% of	\$101,760	5 yr./150,000 mi.
Non-ADA LD bus (176" wb)	Non-ADA 176" LD bus	25	80% of	\$86,310	5 yr./150,000 mi.
Low Floor Light-duty (LD) bus (138" wb)	138" LD bus Low Floor	8/1, 4/2	85% of	\$146,340	5 yr./150,000 mi.
Low Floor Light-duty bus (158" -170" wb)	158" LD bus Low Floor	13/1, 6/2	85% of	\$148,700	5 yr./150,000 mi.
Low Floor Light-duty bus (176" wb)	176" LD bus Low Floor	14/2, 10/3	85% of	\$154,760	5 yr./150,000 mi.
Medium-duty (MD) bus (to 28 ft.)	28' MD bus	12/2, 8/3	85% of	\$199,550	7 yr./200,000 mi.
Medium-duty bus (29-32 ft.)	30' MD bus	13/2, 10/3	85% of	\$340,450	7 yr./200,000 mi.
Medium-duty bus (33-36 ft.)	35' MD bus	17/2, 14/3	85% of	\$355,870	7 yr./200,000 mi.
Medium-duty bus (37-42 ft.)	40' MD bus	21/2, 18/3	85% of	\$261,110	7 yr./200,000 mi.
Heavy-duty (HD) bus (26-29 ft.)	26' HD bus	18/2, 14/3	85% of	\$449,020	10 yr./350,000 mi.
Heavy-duty bus (30-34 ft.)	30' HD bus	26/2, 22/3	85% of	\$508,060	10 yr./350,000 mi.
Heavy-duty bus (35-39 ft.)	35' HD bus	34/2, 30/3	85% of	\$516,380	12 yr./500,000 mi.
Heavy-duty bus (40-42 ft.)	40' HD bus	42/2, 38/3	85% of	\$543,480	12 yr./500,000 mi.

Engine Type: For LD buses add \$8,000 to programmed cost for diesel engines. [Be sure to list "diesel" in project description.] Alternate fuel engine: add funding required to ceiling shown and justify cost increase separately in Notes section of TPMS Transit for compressed natural gas (CNG), liquid natural gas (LNG), battery electric or other clean air engine/features. Included in ceiling for MD HD buses.

Low-Floor: Included in ceiling for HD buses; but, for purchasing MD buses, add \$75,000 to programmed cost.

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), with at least six cameras by \$6,000 (\$5,100 federal); 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, STBG or other funds rather than statewide CMAQ bus apportionment or Section 5339 funding.

Vehicle Rehabilitation: May be programmed for any revenue vehicle at 30 percent of new cost (i.e. FY23 ceiling with 80 percent federal participation, if vehicle has met minimum FTA replacement threshold. Once rehabbed, a vehicle's replacement threshold will be 50-percent of the federal replacement threshold for a new vehicle.

***Ceilings:** Federal participation percentages may be different depending on the specific grant. Each vehicle programmed must be equipped to be Americans With Disabilities Act (ADA) compliant. Section 5339 funds will not be used toward Non-ADA vehicle purchases. Two-way radio purchase/transfer, vehicle inspection, make ready costs, as well as factory visit costs are also eligible expenses under these ceilings.

****Advisory:** 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. Transit systems planning to purchase replacements for such vehicles are permitted/encouraged to program a minivan or a light duty bus instead.

Price Adjustments: Vehicle type replacement values are adjusted annually based upon a 3-year average of the Producer Price Index, with the discretion of the Public Transit Bureau to make adjustments as deemed necessary [Producers Price Index (PPI) category #WPU1413, Transportation Equipment, Truck and Bus Bodies].