

FY 2012 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 \$ 42,000	4 yr./100,000 mi.
Non-ADA Standard minivan	Non-ADA standard minivan	6	80% of \$ 29,000	4 yr./100,000 mi.
Conversion van**	Conversion van	8/1, 4/2	83% of \$ 44,000	4 yr./100,000 mi.
Non-ADA standard van**	Non-ADA standard van	14	80% of \$ 30,000	4 yr./100,000 mi.
Light duty bus (138" wb)	138" LD bus	8/1, 4/2	83% of \$ 67,000	4 yr./100,000 mi.
Non-ADA LD bus (138" wb)	Non-ADA 138" LD bus	13	80% of \$ 55,000	4 yr./100,000 mi.
Light duty bus (158" -170" wb)	158" LD bus	13/1, 6/2	83% of \$ 69,000	4 yr./100,000 mi.
Non-ADA LD bus (158" - 170" wb)	Non-ADA 158" LD bus	17-21	80% of \$ 57,000	4 yr./100,000 mi.
Light duty bus (176" wb)	176" LD bus	14/2, 10/3	83% of \$ 74,000	4 yr./100,000 mi.
Non-ADA LD bus (176" wb)	Non-ADA 176" LD bus	25	80% of \$ 62,000	4 yr./100,000 mi.
Medium duty bus (to 28 ft.)	28' MD bus	12/2, 8/3	83% of \$ 145,000	7 yr./200,000 mi.
Medium duty bus (29-32 ft.)	30' MD bus	13/2, 10/3	83% of \$ 150,000	7 yr./200,000 mi.
Medium duty bus (33-36 ft.)	35' MD bus	17/2, 14/3	83% of \$ 166,000	7 yr./200,000 mi.
Medium duty bus (37-42 ft.)	40' MD bus	21/2, 18/3	83% of \$ 184,000	7 yr./200,000 mi.
Heavy duty bus (26-29 ft.)	26' HD bus	18/2, 14/3	83% of \$ 318,000	10 yr./350,000 mi.
Heavy duty bus (30-34 ft.)	30' HD bus	26/2, 22/3	83% of \$ 359,000	10 yr./350,000 mi.
Heavy duty bus (35-39 ft.)	35' HD bus	34/2, 30/3	83% of \$ 367,000	12 yr./500,000 mi.
Heavy duty bus (40-42 ft.)	40' HD bus	42/2, 38/3	83% of \$ 384,000	12 yr./500,000 mi.

Diesel engine: included in ceiling for HD and MD buses; but add \$8,000 to programmed cost for light duty buses. [Be sure to list "diesel" in project description.] 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, 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 (\$2,075 fed); 2) for buses that will be equipped with at least four cameras by \$4,000 (\$3,200 fed) and 3) for MD/HD buses that will be equipped with at least six cameras by \$8,000 (\$6,640 fed).

Body styling upgrades: Each program ceiling shown is for a standard revenue vehicle. You are allowed to program body styling upgrades (e.g. trolley; BRT styling) on a separate line of your TIP. Such upgrades must use local, formula, peerpool, STP or other funds rather than statewide Section 5309 funding.

Vehicle rehabilitation (rehab): may be programmed for any revenue vehicle at 30% of new cost (i.e. SFY 2012 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.

***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, 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: program figures for SFY2012 and beyond need to reflect "year of expenditure" dollars. Adjustments to the SFY 2012 guidance should be made reflecting the impact of inflation and other factors using the PP Index or other relevant information. OPT suggests that pricing increases of 3% per year would seem reasonable for rolling stock based on information staff has received. Projects programmed for statewide funding in SFY 2012 that are not selected will be increased by 3% and moved to SFY 2013 by OPT, unless staff is informed that other funding sources have been programmed or other arrangements have been made.