

FY 2007 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 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 \$ 58,000 | 4 yr./100,000 mi. |
| Non-ADA LD bus (138" wb) | Non-ADA 138" LD bus | 13 | 80% of \$ 48,000 | 4 yr./100,000 mi. |
| Light Duty Bus (158" wb) | 158" LD bus | 13/1, 6/2 | 83% of \$ 60,000 | 4 yr./100,000 mi. |
| Non-ADA LD bus (158" wb) | Non-ADA 158" LD bus | 17-21 | 80% of \$ 50,000 | 4 yr./100,000 mi. |
| Light Duty Bus (176" wb) | 176" LD bus | 14/2, 10/3 | 83% of \$ 64,000 | 4 yr./100,000 mi. |
| Non-ADA LD bus (176" wb) | Non-ADA 176" LD bus | 25 | 80% of \$ 52,000 | 4 yr./100,000 mi. |
| Medium Duty Bus (to 28 ft.) | 28' MD bus | 12/2, 8/3 | 83% of \$ 120,000 | 7 yr./200,000 mi. |
| Medium Duty Bus (29-32 ft.) | 30' MD bus | 13/2, 10/3 | 83% of \$ 124,000 | 7 yr./200,000 mi. |
| Medium Duty Bus (33-36 ft.) | 35' MD bus | 17/2, 14/3 | 83% of \$ 138,000 | 7 yr./200,000 mi. |
| Medium Duty Bus (37-42 ft.) | 40' MD bus | 21/2, 18/3 | 83% of \$ 152,000 | 7 yr./200,000 mi. |
| Heavy Duty Bus (26-29 ft.) | 26' HD bus | 18/2, 14/3 | 83% of \$ 250,000 | 10 yr./350,000 mi. |
| Heavy Duty Bus (30-34 ft.) | 30' HD bus | 26/2, 22/3 | 83% of \$ 282,000 | 10 yr./350,000 mi. |
| Heavy Duty Bus (35-39 ft.) | 35' HD bus | 34/2, 30/3 | 83% of \$ 297,000 | 12 yr./500,000 mi. |
| Heavy Duty Bus (40-42 ft.) | 40' HD bus | 42/2, 38/3 | 83% of \$ 310,000 | 12 yr./500,000 mi. |

Diesel Engine: included in ceiling for HD and MD buses; but add \$6,000 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, two way radios, destination signs, passenger signal devices(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.

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 (\$3,320 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 minivans, vans, LD, and MD buses at 30% of new cost (i.e. FY2007 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 50% 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 cost, 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.