



SECTION 5339 BUS AND BUS FACILITIES PROGRAM PROPOSED CRITERIA FOR PROGRAM FUNDING

The Federal Transit Administration’s (FTA) Section 5339(a) Program was authorized under the provisions set forth in the Moving Ahead for Progress in the 21st Century Act, (MAP 21). The Program provides funding to assist eligible recipients with the financing of capital projects to replace, rehabilitate, and purchase buses and related equipment and to enable the construction of bus related facilities.

Funding under (FAST) Act is available during Federal Fiscal Year (FY) 2023 Program Year, and based on FTA’s apportionments formula, the Oklahoma Department of Transportation (ODOT) has received approximately \$3.5 million annually (from FY-2020 through FY-2022) to facilitate eligible capital projects. ODOT has consolidated the available funds and will make available for the purchase of rolling stock and transit related equipment. A proposed criterion for a fair distribution of available funds has been developed. ODOT’s Office of Mobility & Public Transit (OMPT) is seeking comments from FTA and the State of Oklahoma recognized Rural Transit Agencies regarding to the proposed Section 5339(a) funding distribution criterion for available FY-2020 - 2022 funds for consideration. Comments must be submitted to ODOT no later than 4 :30 pm on April 14, 2023.

Eligible Subrecipients:

Available FY-2020 – FY 2022 funds will be limited to ODOT recognized Section 5311 Subrecipients not currently designated as a “New Start Program” or currently on probationary status with FTA or ODOT.

Eligible Projects:

In an effort to align transit inventory with FTA TAM Plan requirements towards a state of good repair, eligible projects for funding will be limited to transit related equipment and transit vehicles with associated options/start-up (such as vehicle signage, tag, tax and title etc.) in two (2) transit vehicle categories as follows:

Eligible Project Categories:

1. 50% Vehicle Expansion/50% Replacement: Subrecipients must replace, at a minimum, half the number of vehicles to be purchased (example: if 4 vehicles are purchased = 2 vehicles to be replaced, for odd number procurements such as 5 vehicles purchased = 3 vehicles to be replaced).
2. Vehicle Replacement Criterion: Subrecipients must dispose of an equivalent number of vehicles purchased (example: if 4 vehicles are purchased = 4 vehicles to be disposed, for odd number procurements such as 5 vehicles purchased = 5 vehicles must be replaced).

Criterion:

- All purchased equipment must be transit related.
- All purchased vehicles must be ADA compliant.
- Vehicle types and accessories are limited to those presently available on the statewide contract.

- Subrecipient's ability to identify and secure financial statements for the source(s) of the money required to pay for the local share.
- Ability to purchase vehicle(s) and/or transit related equipment and close-out the project within two (2) years from the ODOT executed agreement.
- Subrecipient's fleet/spare vehicle ratio will be assessed.
- Past 6 months vehicle(s) usage/activity will be assessed. ODOT will assess justification(s) of any inactive fleet as a factor for the purchase of additional transit vehicles.
- Useful life benchmarks for vehicle(s) replacements will be assessed and prioritized (see chart on page 3).
- Vehicle(s) to be replaced shall be federally funded vehicle(s) only.
- Purchased vehicles must be placed in revenue service, and not used for charter services.
- Vehicle(s) to be replaced are not targeted for replacement through another grant.

Federal Reimbursement Rates:

Administrative and Operational expenses will not be reimbursed under this program. Eligible Capital expenses will be reimbursed at 85% for ADA/Clean Air Act (CAA) transit vehicles and 80% for associated options/start-up costs and transit related equipment.

Letter of Intent (LOI) & Local Match:

Subrecipient's Letter of Intent (LOI) and local match along with financial letters of commitment must be on hand and submitted by April 21, 2023.

Funding Distribution Criterion:

Available funds will be distributed among eligible Subrecipients using six indicators in line with FTA's statistical useful life benchmark. The useful life benchmark (ULB) is FTA's expected lifecycle of a capital asset or the acceptable period of use in service in a Transit Provider's operating environment (reference the chart on page 3).

Each Subrecipient will be allotted a pro-rata share of available funds. Eligible Subrecipients will receive at a minimum, seventy-two thousand dollars (\$72,000.00) toward the purchase of rolling stock or transit related equipment. The allocation distribution measures are as follows:

- Useful Benchmark: Forty percent (40%) of the allotment will be disbursed based on how many vehicles each Subrecipient has that are past their useful benchmark.
- Passenger Trips: Fifteen percent (15%) of the performance allotment will be disbursed based on each Subrecipient's preceding two (2) years' annual (Oct. 1st to Sept 30th) average passenger trips reported statewide.
- Revenue miles: Fifteen percent (15%) of the performance allotment will be disbursed based on each Subrecipient's preceding two (2) years' annual (Oct. 1st to Sept 30th) average revenue miles reported statewide.
- Population: Ten percent (10%) of the allotment will be disbursed based on each Subrecipient's counties population using the 2010 Census Data.
- Guaranteed Funds: Twenty percent (20%) of the allotment will be based on an evenly divided amount to each agency to ensure that all subrecipients have an opportunity to purchase rolling stock and/or transit related equipment.

USEFUL LIFE CHARTS

Priority

CLASSIFICATION	LENGTH	USEFUL LIFE BENCHMARK
Small Vehicles (6,000 - 14,000 GVWR): Minivans, Accessible & Standard Vans, Accessible & Standard Light-Duty Bus	< 20 ft.	8 years
Medium-Size Vehicles (10,000 – 16,000 GVWR): Light-Duty Bus & Van Body on Chassis/Cutaway	20 ft. – 25 ft.	10 years
Medium Size Vehicles (15,000 – 26,000 GVWR): Medium-Duty Transit Bus Chassis/Cutaway	25 ft. – 30 ft.	14 years
Medium Size Vehicles (26,000 – 33,000 GVWR): Heavy-Duty Transit Bus	30 ft. – 35 ft.	14 years
Large Vehicles (33,000 – 40,000 GVWR): HeavyDuty Transit Bus	35ft. or greater	14 years

Standard

CLASSIFICATION	LENGTH	USEFUL LIFE STANDARDS
Small Vehicles (6,000 - 14,000 GVWR): Minivans, Accessible & Standard Vans, Accessible & Standard Light-Duty Bus	< 20 ft.	5 years or 100,000 miles
Medium-Size Vehicles (10,000 – 16,000 GVWR): Light-Duty Bus & Van Body on Chassis/Cutaway	20 ft. – 25 ft.	5 years or 150,000 miles
Medium Size Vehicles (15,000 – 26,000 GVWR): Medium-Duty Transit Bus Chassis/Cutaway	25 ft. – 30 ft.	7 years or 200,000 miles
Medium Size Vehicles (26,000 – 33,000 GVWR): Heavy-Duty Transit Bus	30 ft. – 35 ft.	10 years or 350,000 miles
Large Vehicles (33,000 – 40,000 GVWR): HeavyDuty Transit Bus	35ft. or greater	12 years or 500,000 miles

Please send your comments by April 14, 4 :30 pm to:
EMACHUCA@ODOT.ORG with "Section 5339(a) NPRM Comments" as the subject matter