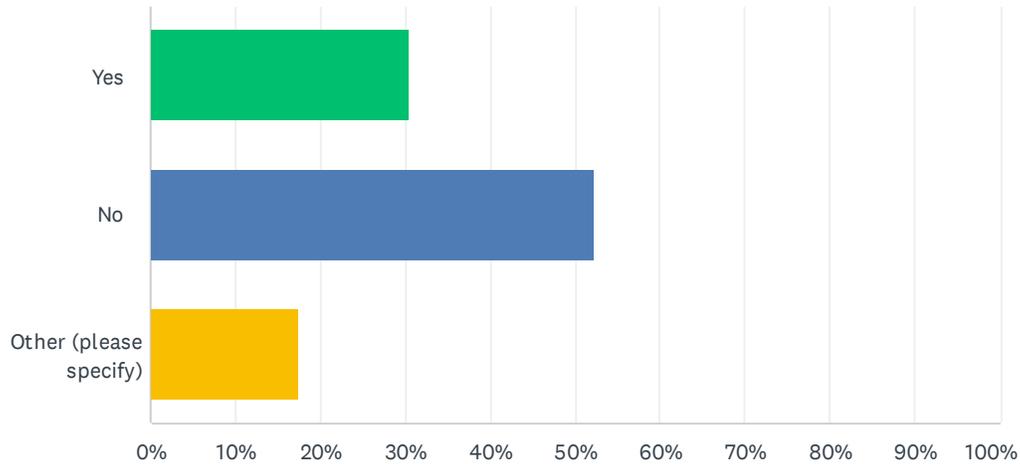


# Q1 Have you had a bus contract, purchase or agreement voided or terminated in the calendar year 2022?

Answered: 46 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	30.43%	14
No	52.17%	24
Other (please specify)	17.39%	8
<b>TOTAL</b>		<b>46</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	We are in the process of amending the current contract with our vendors.	8/10/2022 10:07 AM
2	No but we are very concerned this might happen in the near future.	8/10/2022 9:42 AM
3	We have not terminated but have been forced to work with vendors on increasing pricing.	8/8/2022 2:38 PM
4	I work for a State DOT and saw several agreements terminated by Creative Bus Sales and renegotiated at a higher price point.	8/5/2022 8:53 AM
5	I have made contract modifications.	8/4/2022 3:00 PM
6	We have been in between contracts but have heard of many others who have	8/4/2022 11:24 AM
7	No, orders 2 year delay in receiving once order placed	8/4/2022 10:12 AM
8	Price increases on CCB that basically doubled making the procurement of the needed vehicles cost prohibitive for our agencies	8/4/2022 9:13 AM

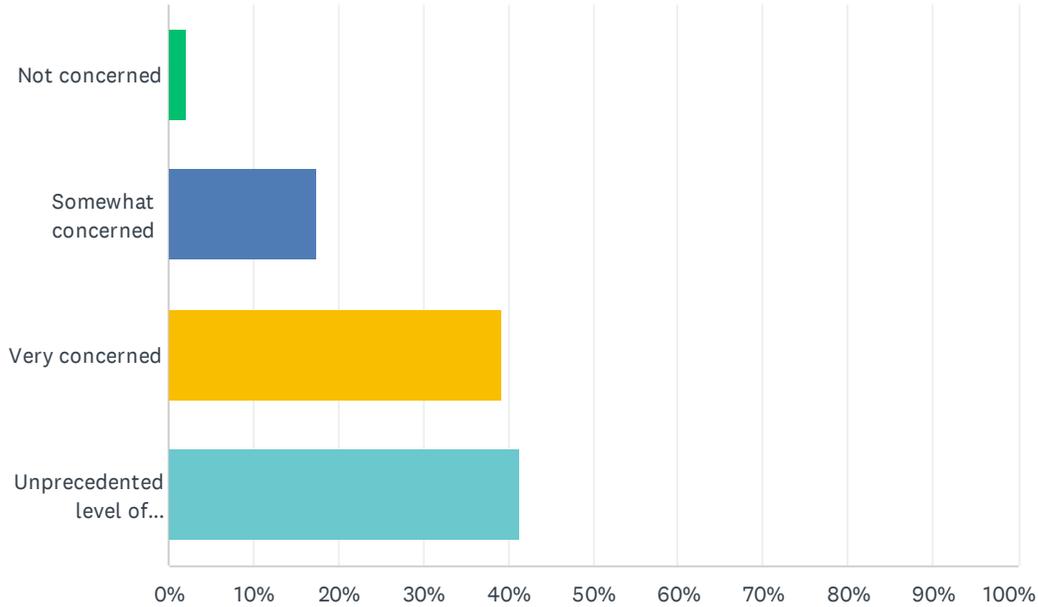
## Q2 If so, can you provide the number of vehicles and the total financial amount of the voided bus purchase.

Answered: 21 Skipped: 25

#	RESPONSES	DATE
1	N/A	8/10/2022 3:46 PM
2	Approximately 200 buses ordered for 2020 & 2021. The additional cost to compensate for the increase is more than \$2 million.	8/10/2022 10:07 AM
3	N/A at this time as it hasn't happened yet.	8/10/2022 9:42 AM
4	13 cutaways; \$1,033,008.00 total order.	8/10/2022 9:33 AM
5	32 vehicles have been cancelled at a total cost of \$1,836,210. The reorder prices we were given lead to an increase of approx \$700,000. We now have to reorder again which will lead to further increases. We are still waiting prices on 17 vehicles that the manufacturers cut off before we could order due to shortages. In total 49 vehicle awards have been impacted.	8/9/2022 11:35 AM
6	N/A	8/9/2022 10:28 AM
7	We are seeing a 20% increase on vehicles. These increases are coming in different times of the years which is hurting cash flow and makes us scramble to find unprogrammed money to cover the cost. We can no longer continue to do this.	8/8/2022 2:38 PM
8	60	8/5/2022 12:39 PM
9	26 vehicles for a total 1,281,940	8/5/2022 11:30 AM
10	I do not have those exact amounts as not all of those agreements have been finalized.	8/5/2022 8:53 AM
11	10 vehicles 850K	8/5/2022 4:57 AM
12	N/A	8/4/2022 3:23 PM
13	26 vehicles totaling \$1,281,940.	8/4/2022 12:16 PM
14	170 vehicle orders; approximately \$10.5 million in lost orders	8/4/2022 11:54 AM
15	123 Vehicles with an estimated cost of \$8,979,000	8/4/2022 10:37 AM
16	For Section 5310 specifically, approximately 133 vehicles totaling about \$8 million	8/4/2022 10:27 AM
17	7 vans; \$306,177.97	8/4/2022 9:54 AM
18	26	8/4/2022 9:21 AM
19	A total of 205 body on chassis orders totaling approximately \$15 million are currently unfilled at the time of this writing	8/4/2022 9:13 AM
20	N/A	8/4/2022 8:12 AM
21	17 Low-Floor Extended Cutaways for \$2,562,250	8/4/2022 8:08 AM

### Q3 Please characterize your current level of concern regarding vehicle replacements across your state.

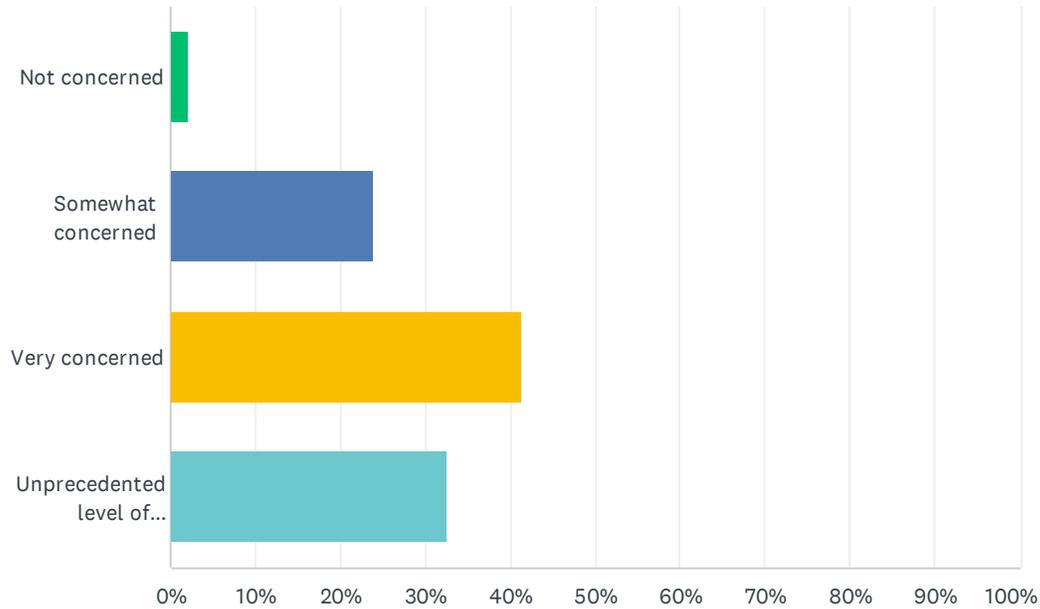
Answered: 46 Skipped: 0



ANSWER CHOICES	RESPONSES	
Not concerned	2.17%	1
Somewhat concerned	17.39%	8
Very concerned	39.13%	18
Unprecedented level of concerned	41.30%	19
<b>TOTAL</b>		<b>46</b>

## Q4 How concerned are you about the impacts of the small bus purchasing crisis on the statewide fleet's state of good repair?

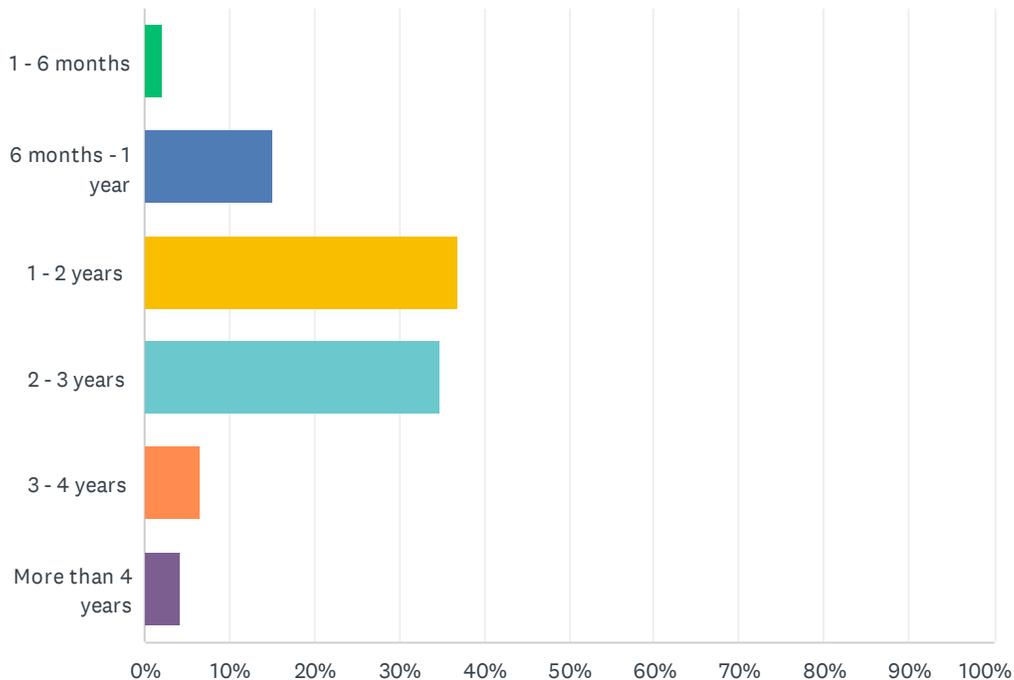
Answered: 46 Skipped: 0



ANSWER CHOICES	RESPONSES	
Not concerned	2.17%	1
Somewhat concerned	23.91%	11
Very concerned	41.30%	19
Unprecedented level of concerned	32.61%	15
<b>TOTAL</b>		<b>46</b>

## Q5 What is the anticipated wait time you currently see for small bus delivery?

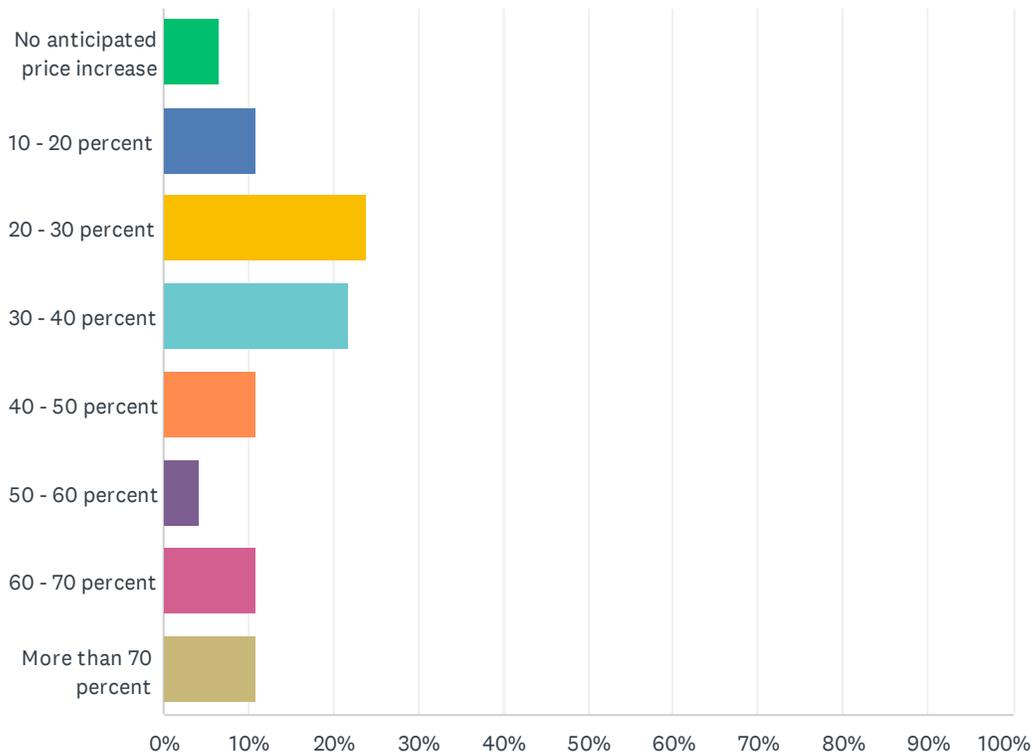
Answered: 46 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - 6 months	2.17%	1
6 months - 1 year	15.22%	7
1 - 2 years	36.96%	17
2 - 3 years	34.78%	16
3 - 4 years	6.52%	3
More than 4 years	4.35%	2
<b>TOTAL</b>		<b>46</b>

## Q6 What price increase (in percentage) are you anticipating to pay due to the small bus purchasing crisis?

Answered: 46 Skipped: 0



ANSWER CHOICES	RESPONSES	
No anticipated price increase	6.52%	3
10 - 20 percent	10.87%	5
20 - 30 percent	23.91%	11
30 - 40 percent	21.74%	10
40 - 50 percent	10.87%	5
50 - 60 percent	4.35%	2
60 - 70 percent	10.87%	5
More than 70 percent	10.87%	5
<b>TOTAL</b>		<b>46</b>

## Q7 Are you aware of what your state small bus backlog is in terms of time? If so, please detail.

Answered: 46 Skipped: 0

#	RESPONSES	DATE
1	100+ Small and mid-sized buses	8/11/2022 12:27 AM
2	2 years	8/10/2022 3:46 PM
3	no	8/10/2022 2:18 PM
4	Yes. We are still waiting for 2020 ordered buses to be delivered. After which only 2021. No idea about when we could even order 2022 buses. Our vendors are asking us to pause 2022 & beyond buses to be ordered until 2020 & 2021 price, budget backlog issues are resolved.	8/10/2022 10:07 AM
5	Backlog is 1-2 years	8/10/2022 9:48 AM
6	Currently many buses under contract have placed orders but we have heard there are no more chassis so we are waiting on more chassis.	8/10/2022 9:42 AM
7	Not aware of it in terms of time.	8/10/2022 9:33 AM
8	No	8/10/2022 8:34 AM
9	24-30 months	8/10/2022 8:11 AM
10	6 months or more	8/10/2022 8:04 AM
11	Buses were awarded and ordered in 2020/2021 and have been cancelled and reordered so many times that we are now looking at cancelling the contracts. Agencies have withdrawn orders due to the delay in delivery and price increases. From 2020 to 2024+ is a long time to wait for a vehicle and that is optimistic at this point. We have nearly 50 vehicles impacted. We were just notified last week that maxivans with lift are unavailable again for this year and will have to wait until next year.	8/9/2022 11:35 AM
12	A year to year and a half.	8/9/2022 10:28 AM
13	n/a	8/8/2022 4:09 PM
14	2 years, the problem is Ford will not provide chassis information to our vendor. If we can get chassis he can build them in a year which use to take 4 months.	8/8/2022 2:38 PM
15	Unknown	8/8/2022 1:32 PM
16	No	8/8/2022 10:57 AM
17	yes	8/8/2022 10:51 AM
18	It has been more than a year. Selected very concerned, in an additional few months it will become unprecedented.	8/8/2022 10:44 AM
19	No	8/8/2022 10:43 AM
20	In PA there is a backlog of about 6 months. Ford chassis are not readily available to the small bus manufacturer to produce buses at the normal levels.	8/8/2022 10:34 AM
21	6 months to a year, waiting on chassis, supply chain issues	8/8/2022 10:20 AM
22	6 months or so... 20% + requested increases due to "inflation"	8/8/2022 8:30 AM
23	Smaller buses are taking 6 to 12 months longer to receive than in the past.	8/6/2022 4:02 PM
24	Our agency is still trying to complete small bus order for FY21. Then we will have to wait on cutaways for FY22 and FY23. Seems like it could take years before agency are caught up on orders.	8/5/2022 12:39 PM

## CTAA Survey on Bus Purchasing Crisis for State DOTs

25	No	8/5/2022 11:30 AM
26	Not aware	8/5/2022 9:08 AM
27	Subrecipients have had orders pending since September of 2020; orders that were recently voided by Creative and renegotiated.	8/5/2022 8:53 AM
28	18- 24 months	8/5/2022 4:57 AM
29	Our vendors are currently advising us that the backlog is much better and the wait time has been significantly reduced.	8/4/2022 3:23 PM
30	Yes, 1.5 to 2 years at a minimum	8/4/2022 3:00 PM
31	Could be 2024 before production starts back	8/4/2022 12:16 PM
32	Yes; for NC transit agencies, approximately 80% of all FY22 vehicle orders are still undelivered and/or cancelled. Two of our LTV vendors and one of our raised roof van vendors are now claiming that they will not be able to fill orders at their originally agreed upon pricing	8/4/2022 11:54 AM
33	We just received new bids for our subrecipients to order from and we are looking at 1-3 years from time of order.	8/4/2022 11:24 AM
34	We are being told 2-3 years but we believe this will likely be longer based on peer state's comments.	8/4/2022 10:37 AM
35	For Section 5310, we are trying to fulfill orders dating back to fiscal year 2021 (originally placed in calendar year 2020), but are still waiting on updated pricing on some vehicle types. Without the updated pricing and a clear picture of the financial need, we can't move forward with any new purchases. At this point we are working with three years of awards (FY21, FY22, and FY23) and trying to make sure the needs are met.	8/4/2022 10:27 AM
36	Been told 2 years from time of delivery	8/4/2022 10:12 AM
37	Yes, we are aware that Agencies across TN are struggling to obtain agreements for new vehicle purchases due to part shortages.	8/4/2022 9:54 AM
38	No	8/4/2022 9:34 AM
39	behind about 2 years	8/4/2022 9:28 AM
40	We've actually been given no timeline or clarity from Ford, the upfitters, and brokers. We've been informally told to expect things to get back to normal in 2025.	8/4/2022 9:21 AM
41	The delivery schedule for body on chassis vehicles has been a moving target and according to our vendor the vehicles may and I emprise may will become available in model year 2024 with delivery in 2025	8/4/2022 9:13 AM
42	Current estimate provided from vendors is a 14-month wait once an order is placed.	8/4/2022 8:21 AM
43	No	8/4/2022 8:12 AM
44	We are still trying to purchase vehicles from the 2015 grant year.	8/4/2022 8:08 AM
45	Bus vendor won;t give a time frame until we can make an order and we cannot make an order until contract price increases are approved.	8/4/2022 8:08 AM
46	NO	8/4/2022 8:05 AM

## Q8 Is there anything you'd like to share as it relates to small bus purchases that we haven't covered?

Answered: 30 Skipped: 16

#	RESPONSES	DATE
1	Prices keep going up from vendors. For 2023 they said 30% increase from 2022 for mid sized buses. They recently increased 2021/2022 costs which cumulatively resulted in an additional \$2M+. We're anticipating 2023 will be higher than 30%.	8/11/2022 12:27 AM
2	All attributed to the micro chip shortage, GDOT doing their best to the new buses and partnering to get the existing fleet in good repair	8/10/2022 3:46 PM
3	Our vendors are asking us to revise the prices for the 2020 & 2021 buses which are already programmed (for federal funds); ordered by our transit agencies and approved. There is a possibility of at least \$2 million increase expected for those orders. Our office is trying to locate funds for this increase. 2022 bus orders have been paused - reason explained in #7 above. Our vendors are now asking to amend the prices for 2020, 2021 orders and amend the current (2022) contract. Someone needs to help us find all these additional funds and this HUGE backlog in the bus orders since agencies are struggling to maintain the current buses which are old.	8/10/2022 10:07 AM
4	Buy America is a major factor in the situation as well. There are very few chassis and vehicle options that meet Buy America requirements for small buses.	8/10/2022 9:48 AM
5	We in MN have do a multi award bid in which many vendors respond and our transit systems have 3 vendors to choose from. Prices are rising so fast and many times over a year, by the time we get our federal grant (STP) awarded (this too has taken a long time due to FWHA to FTA transfer process), the prices will have gone up again for buses we fear so our grant is literally out of date but we spent all the STP funds we had. Not sure how we will deal with increase at point.	8/10/2022 9:42 AM
6	It is about the availability of chassis that determines delivery time.	8/10/2022 9:33 AM
7	n/a	8/10/2022 8:34 AM
8	We are having to renegotiate contracts under our statewide joint procurements for both combustion engine body on chassis and battery electric body on chassis.	8/10/2022 8:11 AM
9	These contracts have been cancelled repeatedly by the vendors/ manufacturers. We are currently canceling awarded vehicles because the contracts have expired and we have already extended multiple times increased the prices multiple times and attempted to reorder multiple times. At this point these agencies will not receive a vehicle in many cases. We have never done this before. The Buy America waiver for non-assessible minivans will not provide much relief since it is still narrow and does not fix the market issues. When the vehicles are cancelled and can't be purchased we are having to rethink our ordering and awarding process.	8/9/2022 11:35 AM
10	Warrantee work is a concern. Delayed arrival of parts pushes back the time; warrantee period doesn't change.	8/9/2022 10:28 AM
11	n/a	8/8/2022 4:09 PM
12	Ford is the issue, I hate to say it but its true. They open the order bank for 2 days last year, it use to be open for 4 months. They wont proritize the E-350 because they have a huge demand and they dont make enough money on them. Forest River has bought every manufacture which has lessen the competition. The prices are almost double what they were 2 years ago. We were paying \$65k for a 16/2 E450, I saw bids at \$120k plus for 12/2 E450. We have two options with our current bus contract, 1. work with the vendors, essentially they tell us how much its going to cost to build our buses or 2. terminate the contract and start over. Paying a price double what was bid last time and go to the back of line with production. We have been working with our vendor as much as possible but with inflation and supply issues I dont know how much more we can do.	8/8/2022 2:38 PM

## CTAA Survey on Bus Purchasing Crisis for State DOTs

13	Availability of parts is a growing problem. Buses sit for a extended time waiting for repairs.	8/8/2022 10:44 AM
14	No	8/8/2022 10:43 AM
15	We may need to invest additional funding in keeping the current fleets in a SOGR until vehicles can be delivered.	8/8/2022 10:20 AM
16	If it is going to take up to 24 months to get a vehicle, then we need to be able to order buses before our current buses have met their useful life, so we can get the new buses in time.	8/6/2022 4:02 PM
17	We have heard fears of contracts being canceled, this would lead to an older fleet and increased costs to keep them operational as we already have them well beyond their useful life.	8/5/2022 9:08 AM
18	It is concerning that Creative Bus Sales was able to acquire their competition (National and Alliance) and have nearly doubled their prices by recommending orders to include expensive options.	8/5/2022 8:53 AM
19	We need vehicles and funding	8/5/2022 4:57 AM
20	The main concern we have as a Florida agency is the expired TriPS contract for small and medium duty buses. FDOT should work to ensure the contract does not expire without a new contract being in place.	8/4/2022 3:23 PM
21	We recently attended SWTA Summer Conference and it appears that FTA and other Govt agencies are unaware of the level of severity of this situation.	8/4/2022 3:00 PM
22	I strongly support a Buy America waiver for non-ADA compliant vans and minivans. I would also urge FTA to consider expanding this proposed waiver to include body-on-chassis/cutaway vehicles that are ADA-accessible. This would have much broader positive impacts for 5307 and 5311 public transit providers.	8/4/2022 12:16 PM
23	NCDOT has submitted a comment for the latest Buy America waiver issued by FTA regarding non-modified, non-ADA vans. We are hoping that extending this waiver to other vehicle types would help temporarily alleviate vehicle supply chain concerns.	8/4/2022 11:54 AM
24	AASHTO recently provided comments to the FTA regarding a request to waive the Buy-America requirement for mini vans and BOC's. We are hoping the FTA considers this matter critically as it would open up more availability of chassis supply with other OEM's and hopefully drive down prices. We were recently provided new pricing of over 81% for base prices of BOC's.	8/4/2022 10:37 AM
25	Please note that the information provided in this response is specific to Section 5310 only.	8/4/2022 10:27 AM
26	The delay is going to be a domino affect and vehicle maintenance is going to increase and become a significant burden on sub-recipient budgets and/or in the case of Section 5310 providers may end of up not having vehicles to provide the transportation means for the elderly and disable population	8/4/2022 10:12 AM
27	Fewer Restrictions to purchase vehicles would aid in this crisis time. For example, easing on the Buy America Restrictions or a simpler procurement process for vehicle purchases.	8/4/2022 9:54 AM
28	No, thank you for the inquiry.	8/4/2022 9:21 AM
29	The federal government needs to address the matter and provide states alternative procurement methods including wavier of buy America requirements to enable states to procure the needed rolling stock to provide transportation services to the users of public transportation. Continued use of aging fleets will lead breakdowns and reductions of services to the most vulnerable of our population.	8/4/2022 9:13 AM
30	I think it would help for states to have a list of additional bus vendors that we can purchase from.	8/4/2022 8:12 AM