

## Public Transit Management System (PTMS) Process for Revenue Transit Vehicles May 2021

**Purpose:** The Public Transit Management System (PTMS) is a statewide prioritization process used to select revenue transit vehicles to be funded for replacement with state and federal funds, which have met or exceed federal useful life standards.

### Overall PTMS Funding Allocation

**Up to 100% of all state and federal capital funds distributed by the Iowa DOT are directed toward rollingstock replacement/ rehabilitation/remanufactured projects until such time as the total allocation exceeds \$7 Million. Funding awards in excess of \$7 Million in a given year may be awarded for other capital projects at the discretion of the Office of Public Transit Director.**

NOTE: In order to be considered under PTMS, capital projects must be programmed for Section 5339 funding in the current year of the approved STIP. Projects programmed for under \$5,000 federal participation are ineligible to compete for statewide funding.

### Prioritization of Rollingstock

The Office of Public Transit maintains an extensive inventory on all existing transit vehicles in the state, which is updated annually. The Iowa DOT prioritizes revenue transit vehicle replacement and rehabilitation/remanufactured projects based upon PTMS Vehicle Score, which is calculated based upon the age and mileage of existing revenue transit vehicles compared to federal useful life standards for the specific vehicle type. Revenue transit vehicles must meet or exceed the respective vehicle's federal useful life standard in order to be eligible for replacement with state or federal funding.

#### PTMS Vehicle Score Calculation

Mileage Score			(Accumulated Mileage – Federal Useful Life Threshold Mileage) ÷ 3,500*
+	=	+	
Age Score			Actual Months Owned - Federal Useful Life Threshold Age (Months)

\*3,500 is used to give a point for every 3,500 miles of service above the federal useful life threshold

#### Federal Useful Life Standards

Vehicle Type	Threshold
Sedan Station Wagon Std. Vans/Non-ADA Minivans Conversion & ADA Minivans	4 yrs. (48 mos.)/100,000 miles
LD buses	5 yrs. (60 mos.)/150,000 miles
MD buses	7 yrs. (84 mos.)/200,000 miles
HD buses < 35'	10 yrs. (120 mos.)/350,000 miles
HD buses 35' or more	12 yrs. (144 mos.)/500,000 miles

The federal useful life for vehicles that have been rehabilitated/remanufactured with federal funds is extended by four years, or miles equivalent to four years, per FTA C 5010.1E. Vehicles purchased used, with no federal funds involved, may earn points from point of acquisition.

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### **Prioritization of Rehabilitated/Remanufactured Vehicles**

Prioritized alongside replacements (same points). The individual transit system decides whether to replace or rehabilitate/remanufacture. Second or (third) rehabilitations/remanufactures are allowed based on points.

### **Replacement of transferred vehicles and previously replaced vehicles still in service**

Replacements of previous replaced revenue transit vehicles that have been retained by the system or transferred from another system to support expanded public transit service are highest priority among expansion vehicles. Revenue transit vehicles retained or transferred in after replacement may be treated the same as used vehicles purchased with local funds.

### **Replacement of Contractor-owned Vehicles**

The PTMS prioritization process addresses the need to replace vehicles titled to the transit system and used for public transit. If public transit services are operated with vehicles owned by others, a replacement can be prioritized under the PTMS ranking only after the transit system has successfully obtained the vehicle title. If the transit system cannot obtain title to the existing vehicle, the new vehicle must be programmed as an “expansion,” though it would be appropriate in the justification to note that it will replace an agency-owned vehicle currently in service, and list the age and mileage of that existing vehicle. Should a transit system obtain title of a contractor-owned vehicle, that vehicle will be treated as a “used” vehicle purchased with local funds and may begin to earn PTMS points at acquisition.

### **Rolling Stock TIP Justification**

The PTMS rollingstock scoring serves as justification for replacement. [For this purpose non-ADA equipment can be replaced with larger units offering equivalent seating capacity.] Any other changes in type of size of vehicle must be separately justified and may require supplemental funds as an “expansion” under PTMS or from local funds.

### **Policy on Lemons**

Lemons are the responsibility of the transit system that specified and purchased them. The transit system may sell and purchase an equivalent vehicle to fill out useful life commitment.

### **Like-kind Substitution Policy**

Vehicles within Existing Fleet: With PTB approval, a transit agency may replace a vehicle over federal threshold in place of a similar vehicle (same capacity/weight class). For such like-kind replacements, the PTMS points will be swapped between the two vehicles.

For vehicles to be acquired with local funds: A transit system may substitute a similar vehicle (miles, age, passenger capacity, ADA features, and mechanical condition) purchased with local funds to continue service in place of a vehicle which cannot be maintained. When done with PTB concurrence and properly reported, the substitute vehicle will inherit the original vehicle’s PTMS points and then accumulate points from that time forward.

### **Non-ADA vehicles**

No state or federal funding (except STBG) will be permitted to be used toward vehicles programmed for replacement as non-ADA vehicles. Only ADA vehicles will be funded.

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### **Replacement of vehicles with negative PTMS points**

No replacement or rehabilitation/remanufactured vehicle projects should be submitted for programming if they will have a negative PTMS ranking.

### **Turn Back of Program Funds (between IPTA meeting and grant submittal)**

If a transit system determines they no longer need or have local match for vehicle replacement funds, the funds will be used to proceed further down the PTMS list, replacing the next highest-ranking vehicle(s). If the funds are turned back after a grant has been written and contracts issued, the funds will be carried over to the next years funding cycle.

### **Low vehicle usage**

For vehicles that have not met their federal useful life and have accumulated less than an average of 10,000 miles per year over a two-year period, or for vehicles that have met their federal useful life and have accumulated less than an average of 3,000 miles per year over a two-year period, if no justification is provided or the provided justification is not considered acceptable by PTB after consulting with the Public Transit Advisory Council (PTAC),

- 12 PTMS points will be removed from the vehicle for every year in which the minimum mileage was not accumulated.
- In addition, for every four low-mileage vehicles without acceptable justification, one, otherwise justified, eligible vehicle will be dropped out of the current year's PTMS selections, beginning from the top of the priorities list.

Acceptable justification includes: 1) evidence of low usage is temporary, and 2) the mileage reported for the second year shows a significant increase, particularly if it goes over the threshold. Contingency fleet vehicles are exempt from this policy as long as an approved Contingency Fleet Plan is on file with the Iowa DOT, including the vehicle ID numbers and justification of need. A vehicle delayed disposition request must also be approved by PTB each year. It is strongly suggested that Contingency Fleet Plans be submitted to PTB by July 1 of each year.

### **Individual Federal Funding Awards**

A transit system that receives an individual federal funding award for expansion revenue transit vehicles will have an equivalent dollar amount of revenue transit vehicles ineligible for replacement for the fiscal year immediately following the federal award announcement. This process will utilize the statewide vehicle inventory PTMS list, starting at the top of the list with the highest point vehicles. The revenue transit vehicles removed will also have the equivalent of 15 PTMS points (12-age score and 3-mileage score) subtracted for that fiscal year.

Following the grant award announcement, a copy of the application submitted by the transit system for the nationally competitive program must be submitted to the Iowa DOT.

Please note: While the affected revenue transit vehicles on the programmed PTMS list will not be considered for funding from the PTMS process during the fiscal year, they will remain on the programmed list as long as they were not removed from the statewide vehicle inventory list and remain in the TIP. Those vehicles will be eligible for replacement in the following fiscal year so long as the transit system does not receive an additional federal grant award for expansion revenue transit vehicles.