Our strategy
ODOT’s Rail and Public Transit Division (RPTD) partners with local agencies to provide buses that help communities offer safe, cost-effective public transportation. There are approximately 1,000 active transit buses purchased with ODOT investment currently operating in Oregon communities. An additional 1,000 large buses in Portland, Eugene and Salem are excluded from this inventory, since larger transit districts receive federal funding for large bus purchases directly, and receive relatively little state investment.

ODOT’s performance goal is to keep transit buses in a “State of Good Repair” based on federal standards for expected age, mileage and condition. ODOT’s funding priority is for a vehicle replacement schedule that replaces vehicles before increased maintenance costs become a poor investment. Utilizing the most cost effective investment strategy requires planning replacement purchases while vehicles are still within a year of high maintenance or rebuild costs.

About the target
New federal requirements mandate setting a target for replacing vehicles to keep them in a continuous state of good repair through efficient investment prioritization. RPTD is working with stakeholders to determine the appropriate target for Oregon. Staff has proposed an initial target of no more than 40 percent of vehicles statewide exceeding their useful life standard for each category.

How we are doing and how we compare
ODOT annually spends approximately $6 million in federal revenues to replace vehicles. This is about $5 million short of what is needed to improve the current fleet condition.

The Oregon Transportation Commission has added $5 million, each year, for 2019, 2020 and 2021, and the new Statewide Transportation Improvement Fund will provide additional capital asset funding for

Fact
The majority of rural transit vehicles are small transit buses that are expected to last for only 5 years or 150,000 miles.
Public Transit Vehicle Condition, cont.

transit service providers, which will bring the fleet closer to the desired goal of less than 40 percent of the fleet exceeding useful life through 2021.

Additional funding will be needed to maintain this level in 2021 and beyond due to an increasing number of vehicles projected to exceed useful life by 2021.

Data is not currently available to compare Oregon with other states. The new federal requirement for state targets and reporting will allow comparisons within the next five years.

Factors affecting results and what needs to be done
Local governments and providers own and operate the buses that ODOT holds security interest in. Providers decide when to request vehicle replacements based upon vehicle condition and their ability to meet requirements for local match. Oregon transit providers often have difficulty raising the required local funds to maintain an optimum replacement schedule, and rely on the state Special Transportation Fund (STF) and Statewide Transportation Improvement Fund (STIF) for local match.

The STF has been declining since 2015, making it increasingly difficult for local providers to meet local match requirements. Ongoing STF funding stability will be essential in meeting this goal.

About the data
ODOT RPTD maintains a registry of vehicles and providers are required to report condition and mileage. Transit providers in Oregon report on their federally funded ODOT RPTD assets through the Oregon Public Transit Information System database.

This new key performance measure provides a better understanding of the state’s vehicle assets used in public transit and will help the state to prioritize resources to keep vehicles in a state of good repair.

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Data sources
ODOT Rail and Public Transit Division, Policy Unit
Oregon Public Transit Information System
National Transit Database