Public Transit Vehicle Condition

Percent of Public Transit buses that meet replacement standards

Our strategy

ODOT's Public Transportation Division (PTD) partners with local transit providers to offer safe, reliable and cost-effective public transportation. One goal is to keep transit vehicles in a "state of good repair" (SGR). Maintaining vehicles in a state of good repair ensures that they operate at their full level of performance.

Knowing when a vehicle may be replaced allows transit providers to plan and prioritize replacement vehicles before maintenance or rebuild costs escalate or breakdowns occur. The most effective investment strategy requires advanced planning and good fleet management.

Both direct Federal Transit Administration (FTA) funding and ODOT administered funding are available for vehicle investments. ODOT holds a security interest in vehicles purchased with state or federal funds through grant agreements with PTD. When PTD awards funding on a competitive basis for vehicle replacements, it prioritizes awards based upon vehicles' age, miles and condition.

About the target

ODOT's KPM for vehicle condition is to maintain at least 60 percent of vehicles in a state of good repair. This means that no more than 40 percent of vehicles in service meet or exceed their replacement standards. The transit vehicle condition KPM is based on guidance from the FTA. PTD calculates the expected useful life of various types and sizes of vehicles based on their mileage, age, and condition.

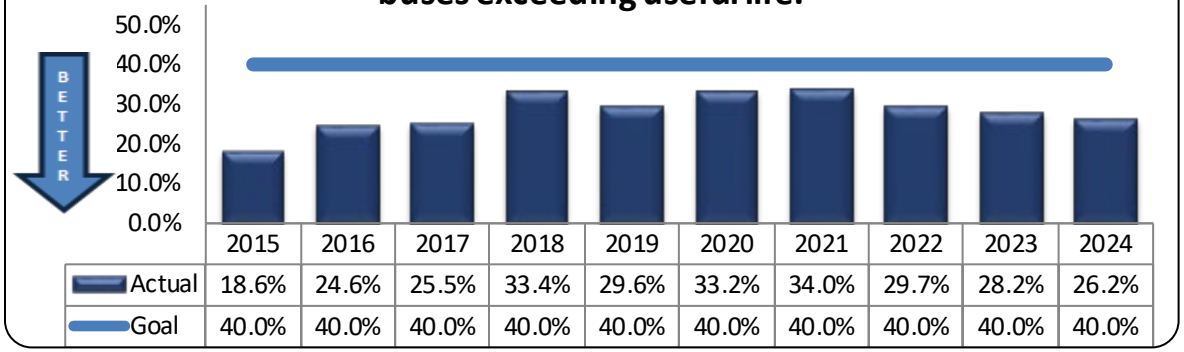
How are we doing

In 2024, 26.2 percent of vehicles met or exceeded their replacement standard for state of good repair.

Factors affecting results and what needs to be done

While FTA and PTD set minimum age and mileage benchmarks for vehicle replacement, local transit providers decide when to replace vehicles based on their condition and available resources. A combination of state, federal, and local funding has enabled Oregon public transportation agencies to meet the state of good repair target. A

Transit Vehicle Condition - Percent of Public Transit buses exceeding useful life.



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Actual	18.6%	24.6%	25.5%	33.4%	29.6%	33.2%	34.0%	29.7%	28.2%	26.2%
Goal	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

Fact

Over 30% of all transit vehicles in Oregon are small buses. The expected useful live of these buses is only 5 years or 150,000 miles.

Public Transit Vehicle Condition, cont.

crucial source of funding has been the Statewide Transportation Improvement Fund (STIF), created as part of the HB 2017 *Keep Oregon Moving*. STIF funds are used for local priorities, including preventive maintenance, vehicle replacement, or as local match to leverage additional federal funding for vehicles. Oregon transit providers typically rely on STIF to provide local match funding for FTA grants. Through 2024, more than 400 vehicles were purchased using STIF funding. This funding has substantially improved the condition of the statewide fleet. Planning for vehicle replacement is critical since it can take almost three years to design, order, build and deliver larger buses, and potentially longer for low- or no-emission buses. Transit agencies can help Oregon reach its climate goals by encouraging mode switching to less carbon intensive transportation and by transitioning their fleets to low- and no-emission vehicles. Currently, about 10 percent of Oregon transit vehicles are low or no emission vehicles.[1] While low- and no-emission vehicles tend to have higher capital costs, over time the total cost of ownership (capital, fuel and maintenance costs combined) are expected to be similar to or less than standard fuel vehicles. The Infrastructure Investment and Jobs Act (IIJA) includes funding for electric vehicles and alternate fuel infrastructure. Maintaining STIF and federal funding stability, advance fleet planning, and supply-chain improvements are essential to meet the goal for maintaining vehicles in good repair.

About the data

The KPM includes data for all active vehicles included in the Oregon Public Transit Information System (OPTIS) database, which are covered by PTD's Tier II Group Transit Asset Management Plan (TAM Plan). PTD's TAM Plan covers agencies that receive FTA funding, but which either do not have a direct financial relationship with FTA or have chosen not to develop their own TAM Plan. PTD's TAM Plan includes every agency that receives FTA funding in the state, except for TriMet and Salem Area Mass Transit District who are responsible for their own KPMs. As a result, the KPM does not include data from TriMet or Salem Area Mass Transit District. Transit providers report the mileage, age and condition of their vehicles through OPTIS. This data is used to evaluate whether a vehicle is in a state of good repair. ODOT's TAM Plan was created in 2019. As a result, there was a substantial increase in the number of vehicles covered by the transit vehicle KPM beginning in 2019. In 2024, the total number of vehicles covered by PTD's TAM Plan is 1,128 vehicles. In the spring of 2025, PTD completed a review and update of the data and methodology it uses to compute the transit vehicle condition KPM. ODOT reviewed a variance in procedures and data over different reporting years, to ensure consistency with the criteria approved by the Oregon Legislature. The result was some historical adjustments to reported data.

Contact information

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Data sources

Oregon Public Transit Information System
National Transit Database

[1] Though this value was reported last year at 15%, the definition of "low or no emission vehicles" has since been updated to only include hydrogen, battery electric and hybrid electric vehicles.