



Oregon

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Department of Transportation

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DATE: September 10, 2007

TO: Public Transit Technical Advisory Committee

FROM: Michael R. Ward, Administrator
Public Transit Division

Subject: **Agenda Item C;** Staff Recommendation for additional Rural and Special Needs Vehicle Preservation

Background. The June 2007 PTAC Discretionary Grant Review Committee delayed allocating approximately \$527,000 discretionary funds available for rural and special needs. The committee requested ODOT staff prepare a recommendation for the remaining funds to be allocated to vehicle preservation. In doing so staff would confirm the amount and type of funds remaining, and consider the committee's interest in funding "spare" or "backup" vehicles in the preservation program.

1. **Funding Available:** Staff completed programming work on the May and June discretionary funding decisions. From this work staff determined the remaining funds available and their use as follows:
 - a. **Statewide Investment.** \$200,712 is available statewide for vehicle preservation projects.
 - b. **ODOT Region 4 Investment.** \$326,500 is available of funds contributed by ODOT Region 4. These funds are provided to PTD to help improve Region 4 area (Deschutes, Jefferson, Gilliam, Wheeler, Wasco, Sherman, Klamath counties) public transportation beyond the ability of PTD resources.
2. **Consideration of Spares.** Staff was asked to consider funding of spares in their determination of further vehicle preservation. Staff used the following definitions for the work.

The term "spare" is commonly used in urban systems for the additional vehicles for planned use in routes at peak service times when more capacity is needed or when buses are pulled out of service for maintenance.

"Backup" is the term commonly used in rural or small systems for one or two vehicles that might be kept or shared with another provider to be used for the same purpose as "spares" but needed occasionally, not on a planned schedule. Common practice for the industry has been to retire older vehicles for the role of "spare" or "backup". With permission, agencies may use any replaced vehicles as spares or backups.

Spare Policy. Staff reviewed current PTD documents related to funding spare vehicles. In the "07-09 Discretionary Grant Program Application Forms for Participants" instructions, the vehicle replacement criteria (page 42) instructs that requests for replacing vehicles that are not routinely used in active service (ie. Spares) are considered **expansion** projects, not a vehicle replacement. Therefore 07-09 applicants did not apply for spare vehicles in the preservation category.

Selection Process. Because 07-09 instruction material defined replacement of spares as expansion, there is neither current policy nor applications for spares as a preservation priority for 07-09 requests. It would introduce an inconsistency of process to introduce this change.

Staff Recommendation. Staff reviewed the remaining requests for vehicle replacement and selected vehicles next in order on the project list that most exceeded both age and mileage standards. Staff did not incorporate a consideration of spares.

- a. **Statewide.** Staff recommends that \$200,712 be approved to fund one City of Albany vehicle for \$49,352 with the remainder of \$151,360 allocated to Lane Transit District (LTD) to help replace three of six LTD vehicles that exceed the age and mileage standards.
- b. **Region 4.** Staff recommends that \$326,500 be approved. This replaces five vehicles in Region 4 that will meet or exceed age and mileage standards.

This replaces two vehicles for Central Oregon Council on Aging (Deschutes and Jefferson counties) for \$104,086; Basin Transit Service (Klamath Co.), one vehicle for \$166,001; Gilliam County, one vehicle for \$32,303; and Opportunity Foundation of Central Oregon (Deschutes and Jefferson counties), one vehicle for remainder of \$24,110.

Next Steps. The division, with PTAC, is scheduled to revisit vehicle preservation priorities for the next discretionary investment cycle. The definition of spare or backup will be reviewed again in context with other investment priorities for that cycle. This will be an important discussion as the committee and staff have identified several preservation problems that current vehicle selection considerations do not address.