

Our strategy

ODOT's Public Transportation Division (PTD) partners with local transit providers to offer safe and cost-effective public transportation. One goal is to keep transit vehicles in a "State of Good Repair" (SGR) based on guidance from the Federal Transit Administration (FTA).

PTD calculates the expected useful life of various types and sizes of vehicles based on their mileage, age, and condition. Knowing when a vehicle should be replaced allows transit providers to prioritize resources for replacement and provides them with adequate time to plan the purchase of 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 FTA funding and ODOT-administered funding are available for vehicle investment, depending on the recipient. ODOT holds a security interest in vehicles purchased with state or federal funds through grant agreements with PTD.

About the target

Achieving this target and following replacement standards leads to a safe and dependable public transportation system across the state. Having well maintained and reliable equipment increases safety, enhances dependability, and ensures optimal performance for transit statewide.

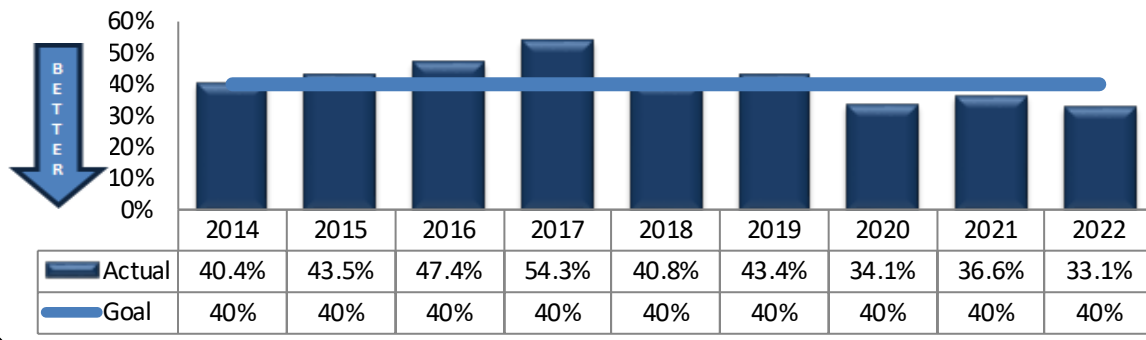
How we are doing

A combination of state, federal, and local funding enabled Oregon public transportation vehicles to meet the target in 2020 through 2022.

Recognizing that funding for transit vehicles was inadequate, the Oregon Transportation Commission allocated an additional \$15 million in flexible federal funds for transit vehicles in the 2019-21 Statewide Transportation Improvement Program (STIP), programmed over six years

Another crucial source of funding has been the Statewide Transportation Improvement Fund (STIF), created as part of the [HB 2017 Keep Oregon Moving](#). STIF funds can be used

Public Transit Vehicle Condition - Percent of Public Transit Buses that meet replacement standards.



Fact

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

Public Transit Vehicle Condition, cont.

for local priorities, including preventive maintenance, vehicle replacement, or as local match to leverage additional federal funding for vehicles.

Prior to 2020, only vehicles for which ODOT held a security interest (purchased with state or federal funds through PTD) were included in this measure. Starting in 2020, all active transit vehicles are included, regardless of funds used. This resulted in a substantial increase in the number of vehicles evaluated.

TriMet and Cherriots are the largest transit providers in the state, report directly to the FTA, receive direct funding for fleet

replacement, and prepare their own Transit Asset Management (TAM) plan. The addition of these vehicles allows PTD to better assess the state of the statewide transit fleet.

In the 2019-21 biennium, 225 vehicles were purchased using STIF funding. STIF plans for the 2021-23 biennium reflect plans to purchase another 263 vehicles. This additional funding has substantially improved the condition of the statewide fleet. However, even with the combination of federal, STIF, and flexible federal funding,



PTD estimates that funding will not be adequate to keep the fleet at or below the desired goal in future years.

Transit agencies will need additional funding since an increasing number of vehicles are projected to exceed useful life. 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. Receipt of vehicles is taking up to twice as long due to pandemic related supply chain disruptions.

PTD encourages agencies to convert to alternate fuel fleets and reduce GHG emissions. Currently, nearly 15 percent of all Oregon transit vehicles are low or no emission vehicles. The Infrastructure Investment and Jobs Act (IIJA) includes funding to increase investment in electric vehicles and alternate fuel infrastructure. It also requires transition plans in place to move to greener vehicles to be eligible for low or no emission vehicle funding, and PTD will be working with Oregon transit agencies to create those plans.

Factors affecting results and what needs to be done

Local transit providers make the decision about when to replace vehicles based on the

vehicles' condition and their ability to meet local match funding requirements. Oregon transit providers typically rely on STIF to provide local match funding for FTA grants. Ongoing STIF and federal funding stability will be essential in meeting the goal for vehicles in a state of good repair.

About the data

Transit providers report the mileage and condition of their vehicles through the Oregon Public Transit Information System (OPTIS) database and the FTA's National Transit Database. Actual condition is based on active vehicles, for all providers, whether they were purchased with state, federal, or local funds.

Contact information

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Data sources

Oregon Public Transit Information System
National Transit Database