

Underused Equipment Definition & Access to Information

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- There is not a specific definition of “underused” that could be tied to any, for instance, mileage threshold. However, there are some things a region might want to consider, and perhaps the region can shed some light on this question through their planning work. I should point out that the greatest use of a vehicle occurs in its second year, and use declines steadily after that.
- The Public Transportation Division posts information about vehicles that are scheduled to be disposed, all of which could certainly be considered underused since the owners do not want them anymore. These vehicles are available to transfer. What is not useful to one agency may be of value to another, who may want to make a modest maintenance investment to keep a vehicle in service. This list is refreshed daily: <http://www.txdot.gov/inside-txdot/division/public-transportation/local-assistance/ptms.html>
- The Public Transportation Management System (PTMS) has some reporting features that automatically capture miles/day statistics for each vehicle based on inventory updates (it is a 7-day per week calculation). It also has cumulative mileage for each vehicle in a transit agency’s fleet, and this report “Fleet Condition” is available to all Texas Department of Transportation (TxDOT) Public Transportation Coordinators (PTCs). It can be printed or saved-out as a spreadsheet.
- A large rural transit agency discussed vehicle use during a semi-annual meeting, and suggested that its contractors would be expected to log at least 10,000 miles per year on a vehicle, a regular cutaway bus, which translates to 27 miles per day. Such a vehicle meeting the standard exactly would accrue only 50,000 miles in five years, only 1/3 of the mileage standard. (Regular cutaway buses are rated as 5-year, 150,000 miles useful life). So, a vehicle operating exactly at such a standard or below it (10,000 miles per year), it could be argued, be considered underused.

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