



Wisconsin Department of Transportation

Transit Asset Management Plan

October 2018 to 2022

Updated January 2022



INTRODUCTION

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), the Wisconsin Department of Transportation (WisDOT), is the TAM sponsor for all Section 5311 Formula Grants for Rural Areas, Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities, and some Section 5307 Formula Grants for Urbanized Areas subrecipients (**Appendix 1-Subrecipient Opt-in List**).

This document represents WisDOT's Group TAM Plan for the state. The document includes WisDOT's methodology for setting the performance targets of all capital assets, and the strategies that will be used to track, maintain, and replace assets in the TAM inventory. This group plan also incorporates an asset inventory (**Appendix 2 – Asset Inventory**), asset condition assessments, funding prioritization, TAM financial requirements, and continuous improvement strategies for assets.

INITIAL INVENTORY ASSESSMENT

Establishing Preliminary TAM Targets

In the fall of 2016, WisDOT reviewed its inventory of Federal Transit Administration (FTA) funded vehicles, equipment, and facilities in its online grants management system, BlackCat. Using the criteria of "age," WisDOT established the initial TAM targets and reported them through the National Transit Database (NTD) in January 2017. These TAM targets are meant to be a basic indicator used in the overall TAM Plan to establish how many vehicles in each vehicle category are "allowed" to be over their useful life age without replacement.

For example, WisDOT has established a useful life for a minivan of four years before a subrecipient may ask for this vehicle to be replaced, but a minivan can run safely for seven years before it is needing replacement. The TAM target instructs group plan sponsors to set a percentage of vehicles in each vehicle category for which aging over the useful life standard is acceptable. So, if there were 100 minivans, and the group plan's TAM target for minivans was 50%, 50 of those vehicles would be over the age of four years.

While not all the vehicles, equipment, and facilities owned by subrecipients were included in this initial count, it provided WisDOT Transit staff a good sample of data to establish preliminary targets.

BlackCat Grants Management System

BlackCat, a web-based grants management system and database, is a vital tool to allow WisDOT to keep an ongoing inventory of its federally funded assets. The WisDOT Asset Manager enters all newly procured federally funded assets into the system and then subrecipients update age, mileage, condition, and other information about their assets periodically. This asset update coincides with the annual application for program funding. Once an asset is ready to be disposed, subrecipients request disposition of the asset through BlackCat and the documentation of the appropriate disposition process (i.e. open and fair) is kept with each record.

Part of the TAM plan and TAM target requirements is for group sponsors to collect and report on both federally funded and non-federally funded assets owned by subrecipients. WisDOT maintains its federally funded asset inventory located in BlackCat separate from the non-federally funded vehicles, equipment, and facilities inventory in order to facilitate responses to federal or state audits. Instead, to obtain a complete and robust asset inventory, WisDOT staff requested Excel inventory workbooks of each subrecipient with the most current asset list. This list was compared to the federally funded asset list in BlackCat and any required updates were made.

Federally funded assets will be updated on an ongoing basis, while non-federally funded assets will be requested every four years to coincide with each update to the TAM plan.

ASSET MANAGEMENT POLICY AND STRATEGY (decision support tools)

Outreach

WisDOT has kept local transit systems, and planning organizations in the state apprised of our work on the TAM plan and creating initial TAM targets. Original TAM targets set in 2017 were shared with the subrecipients and transit agencies, and their feedback was considered in setting the TAM targets in 2018. WisDOT also gathered additional metrics such as mileage, condition and maintenance records from subrecipients that will be used in the TAM plan to evaluate assets.

In early 2018, WisDOT staff presented the TAM targets and a draft TAM Plan at a WisDOT Planning Section meeting with representatives from the state Metropolitan Planning Organizations (MPOs) and Regional Planning Commissions (RPCs). WisDOT staff fielded questions from attendees and provided them with a PowerPoint presentation about the federal TAM initiative as well as a copy of the draft plan.

Opt-in and Opt-Out Letters

As WisDOT was collecting asset inventories from subrecipients, it also needed to document which organizations and agencies were covered through the group TAM Plan. Federal TAM rules require the state transportation department to be the group sponsor for all 5310 and 5311 subrecipients unless those subrecipients wanted to create or join another TAM plan.

In the spring of 2018, WisDOT reached out to all its 5310, 5311, and 5307 grantees and asked each organization/agency to sign and return an opt-in or opt-out letter. These letters were collected and organized to determine who would all be included in the group TAM plan. WisDOT will ask for opt-in and opt-out letter from all new transit entities and will ask current participants to confirm their continued participation in the group plan every four years.

Preparing Inventories for TAM Targets

Before comprehensive inventory information was collected from each subrecipient, WisDOT had to figure out how to collect asset data based on the new TAM reporting fields.

Typically, when assets are entered into the BlackCat system, they are categorized using the FTA activity line item (ALI) code and include a basic description of that asset. However, after examining the asset categories for TAM it became apparent that some items such as vehicle types would have to be re-categorized and combined into new groups to comply with the new reporting standards.

These categories were included in the inventory workbooks sent to the subrecipients to ensure that all assets would be reported and evaluated correctly. This also saved the staff time in “translating” the existing data into the TAM Target format.

Submission of TAM Targets into National Transit Database

Vehicles and Equipment

The new vehicle categories in the TAM A-90 are listed below:

- AO – Automobile (*WisDOT has used this category for non-revenue vehicles such as trucks, suvs, maintenance vehicles, and sedans*)
- AB – Articulated Bus
- BR – Over-the-road Bus
- BU- Bus (*Heavy Duty Buses, various lengths and school buses*)
- CU- Cutaway Bus (*WisDOT considers these vehicles to be cutaway vehicles, primarily human services vehicles, of medium and large size*)
- DB – Double Decked Bus
- FB - Ferryboat
- MB – Minibus
- MV – Minivan (*may include some full-sized vans*)
- RT – Rubber-tire Vintage Trolley
- SB – School Bus
- SV – Sport Utility Vehicle
- TB – Trolleybus
- VN – Van

The Transit Asset Manager then combined all the subrecipient vehicle inventory workbooks into one master inventory document. The document was sorted by category and the initial results are summarized below:

Based on these initial results almost all the TAM vehicle categories are operating with approximately 50 percent of their vehicles over the age of useful life as of August 2018.

Vehicle Type	Count as of 8/28/2018	Useful Life (years)	Those Beyond Useful Life as of 8/28/2018	Percent Beyond Useful life
Automobile	74	4	59	79.73%
Minivan	433	4	215	49.65%
Bus	152	12	72	47.37%
Cutaway	518	7	240	46.33%
Minibus	119	7	49	41.18%
School Bus	6	12	0	0.00%
Van	55	4	40	72.73%
Truck	4	4	2	50.00%
	1,361		677	

A few of the vehicle categories were merged to include random vehicle types that existed in the inventory and to place similar vehicle categories together. The vehicle TAM Targets were then set using the results from this evaluation as well as feedback from sub-recipients. Future vehicle TAM targets will be adjusted on an annual basis.

Vehicle Type	TAM Target (Percent of Fleet That Can be Beyond Useful Life)
Automobile	77%
Minivan	51%
Bus (Includes Minibus)	44%
Cutaway	47%
School Bus	0%
Van	27%

Goals updated in the National Transit Database January 2019

Equipment Type	TAM Target (Percent of Fleet That Can be Beyond Useful Life)
Automobile (non-revenue)	33%
Trucks and other Rubber Tire Vehicles	29%

Facilities

WisDOT evaluated the condition of the facilities in its sponsored TAM plan using the remaining useful life standards outlined in FTA 5010.1E, page IV-24, 4.f (1) as a guide. Each facility has been given the useful life of 40 years.

The chart below shows the results of the WisDOT facility inventory:

Grantee	TAM Condition	Age	Facility Type	Use/Condition
Bad River Tribe of Wisconsin	5	8.41	Combined Facility	Excellent
Bay Area Rural Transit Commission	5	8.41	Combined Facility	Excellent
County of Dunn	5	5.53	Combined Facility	Excellent
County of La Crosse	5	4.00	Administrative Facility	Excellent
City of Manitowoc	5	8.75	Combined Facility	Excellent
City of Merrill	4	38.06	Maintenance Facility	Excellent
City of Rice Lake-TRANSFERRED TO NON-TRANSIT USE in 2017. Retail now	3	26.05	Maintenance Facility	Adequate
City of Stevens Point	5	8.87	Administrative Facility	Excellent
County of Rusk	3	26.12	Garage	Adequate
County of Sawyer	5	8.26	Combined Facility	Excellent
Menominee Indian Tribe of Wisconsin	5	11.39	Combined Facility	Excellent
Wisconsin Dept. of Transportation/Bureau of Transit	5	14.14	Combined Facility	Excellent

Urban Facilities for TAM

City of Beloit	4	27.05	Combined Facility	Adequate
City of Beloit	4	12.04	Bus transfer center	Excellent
City of Chippewa Falls (Leased by third-party contractor)	n/a	n/a	Garage / Vehicle Storage	
City of Janesville	5	8.03	Combined Facility	Excellent

City of Janesville	3	23.04	Bus transfer center	Adequate
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Most of the transit facilities in WisDOT’s sponsored TAM Plan are relatively new and in excellent condition. None of the facilities are beyond their useful life of 40 years. WisDOT and its subrecipients set the TAM performance target for facilities to not exceed their useful life at 10%. Any new facilities will be added to the inventory upon completion and any condition changes will be made on an annual basis.

The facility TAM Targets were then set using the results from this evaluation as well as feedback from sub-recipients. Future facility TAM targets will be adjusted on an annual basis.

Facility Type	TAM Target (Percent of Inventory That Can be Beyond Useful Life)
Passenger / Parking Facilities	10%
Administrative / Maintenance Facilities	10%

IMPLEMENTATION STRATEGY (investment prioritization)

Current Investment Prioritization

WisDOT prioritizes operating funding (this includes mobility management) above most capital requests as no transit system can function without staff, fuel, maintenance, supplies, and utilities. Many of the grant applications are for operating projects that directly support personnel and other costs that part of the daily activities of a transit system. WisDOT strives to ensure continuity in transit operations and the continuous delivery of transit service in Wisconsin.

In terms of capital grants, currently, WisDOT prioritizes funding asset replacement over expansion. Because of the high demand for vehicles statewide, the older and more deteriorated vehicles are considered for replacement before others during each annual award cycle. Even if vehicles meet their useful life or mileage standard, they are not guaranteed to be replaced because the overall need is too great.

Grantees sometimes use their operating budget to purchase replacement equipment such as radios or fare boxes, but there is typically a higher demand to support operating activities so this occurs infrequently.

Lastly, new facilities and vehicle expansion projects would be the lowest priority on the funding list. WisDOT does not receive construction requests as often as vehicle purchase requests, as vehicles are often a more critical need for a transit system.

1st	Operating of transit projects
2nd	Replacement Vehicles that are deteriorated or unsafe to use in service or have reached an age or mileage well over useful life standard
3rd	Replacement or needed vehicle equipment or facility equipment such as security cameras, fareboxes, or communication equipment
4th	Expansion vehicles for new routes or services
5th	New facilities or upgrading of a facility

KEY ASSET MANAGEMENT STRATEGY (investment prioritization)

Useful Life Benchmarks

In 2017 and 2018, WisDOT staff collected the additional information than was required for vehicles. The additional data categories other than age that were collected from each vehicle included:

- Mileage
- A narrative condition assessment (1 = poor to 5 = excellent)
- Maintenance notes

These three factors, along with additional information provided by the subrecipient such as annual maintenance costs, will help WisDOT to not only make accurate TAM plan goals in the future, but to also assess vehicle replacement requests that come in at application time. For example, even though a vehicle may be past its federal useful life date, it still may be in “good” condition running “well” and therefore not need immediate replacement.

FINANCIAL IMPLICATIONS

Replacement Needs

Current funding requests from subrecipients to replace vehicles that are beyond useful life outweigh the grant opportunities WisDOT can award annually. To look at what future funding requirements may be,

WisDOT predicted replacement needs and average annual vehicle awards per vehicle type during the life of the current TAM Plan. The following assumptions were made as part of this analysis:

- WisDOT would be able to continue to award the average number of vehicle types per year
- Average award counts were based on CY2017 and CY2018 deliveries
- Based on average number of awards per vehicle type per year, that number of vehicles were replaced in the inventory each year with that current year's model.
 - For example, in 2019 34 of the oldest minivans were replaced with 34 2019 year models to show the predicted replacement that would occur that year
- No additional vehicles were added to the current 2018 inventory

The charts below describe:

- How many vehicles in the inventory that are beyond their useful life per year
 - School buses were combined into the "Bus" category
 - Vans were combined into the "Minivan" category
- How many vehicles would have to be replaced to maintain the 2018 TAM targets
- How many vehicles WisDOT typically awards per vehicle type per year
- The predicted shortfall in vehicles needed to be awarded versus needed to be awarded to maintain the 2018 TAM target

2019 Beyond Useful Life Predictions (as of 9/2018)

Type	Count in Inventory	Useful Life Standard	Number Beyond Useful Life	Percent Over Useful Life	2018 Target	Number of Awards Needed to Maintain 2018 Target	Total Avg. Delivered per year	Predicted Shortfall of Vehicles
Auto	78	4	65	83%	77%	5	0	5
Minivan	482	4	293	61%	51%	47	34	13
Bus	158	12	77	49%	44%	7	3.5	4
Cutaway	522	7	278	53%	47%	33	25	8
Minibus	121	7	48	40%	44%	0	10.5	0
	1,361		761			87	73	30

2020 Beyond Useful Life Predictions (as of 9/2018)

Type	Count in Inventory	Useful Life Standard	Number Beyond Useful Life	Percent Over Useful Life	2018 Target	Number of Awards Needed to Maintain 2018 Target	Total Avg. Delivered per year	Predicted Shortfall of Vehicles
Auto	78	4	69	88%	77%	9	0	9
Minivan	482	4	326	68%	51%	80	34	46
Bus	158	12	86	54%	44%	16	4	13
Cutaway	522	7	299	57%	47%	54	25	29
Minibus	121	7	53	44%	44%	0	11	0
	1,361		833			159	73	97

2021 Beyond Useful Life Predictions (as of 9/2018)

Type	Count in Inventory	Useful Life Standard	Number Beyond Useful Life	Percent Over Useful Life	2018 Target	Number of Awards Needed to Maintain 2018 Target	Total Avg. Delivered per year	Predicted Shortfall of Vehicles
Auto	78	4	73	94%	77%	13	0	13
Minivan	482	4	328	68%	51%	82	34	48
Bus	158	12	87	55%	44%	17	4	14
Cutaway	522	7	322	62%	47%	77	25	52
Minibus	121	7	53	44%	44%	0	11	0
	1,361		863			189	73	127

2022 Beyond Useful Life Predictions (as of 9/2018)

Type	Count in Inventory	Useful Life Standard	Number Beyond Useful Life	Percent Over Useful Life	2018 Target	Needed to Maintain 2018 Target	Total Avg. Delivered per year	Predicted Shortfall of Vehicles
Auto	78	4	77	98.72%	77 %	17	0	17
Minivan	482	4	342	70.95%	51%	96	34	62
Bus	158	12	96	60.76%	44%	26	4	23
Cutaway	522	7	311	59.58%	47%	66	25	41
Minibus	121	7	47	38.84%	44%	0	11	0
	1,361		873			199	73	143

With each passing year, the gap between funding need and replacement need becomes wider to maintain the 2018 TAM target for each vehicle types, other than the “Minibus” category. On average, WisDOT can fund 73 vehicles per year, but as the fleet ages, more and more vehicles will need replacement each year.

Vehicles Predicted to be Delivered 2019 – 2022	Number of Vehicles Predicted to be Needed to Maintain 2018 Targets 2019 - 2022	Predicted Shortfall of Vehicles 2019 - 2022
292	646	354

Financial Costs of Replacement

Vehicles utilized in transit service are often purpose-built and include modifications to ensure they are accessible for individuals with disabilities. This makes transit vehicles costlier in relative terms. Transit systems in Wisconsin typically rely on federal capital grants to be able to replace transit vehicles. Subrecipients cover 20 percent of the local share of the vehicle, while federal grants pay for 80 percent of the total vehicle costs.

In taking data from the above tables to calculate the number of vehicles needed to be replaced per year per vehicle type and using 2018 vehicle price data, we can predict the cost to cover the cost of vehicle replacements per year. (Note that automobiles were not included in the table below due to the lack of funding in majority of WisDOT awards)

Total Costs to Meet 2018 TAM Target Goals Per Year								
	2019		2020		2021		2022	
	Federal Cost	Local Share	Federal Cost	Local Share	Federal Cost	Local Share	Federal Cost	Local Share
Minivans	\$1,358,302	\$339,575	\$2,328,937	\$582,234	\$2,387,764	\$596,941	\$3,775,184	\$943,796
Minibuses	\$450,895	\$112,724	\$450,895	\$112,724	\$450,895	\$112,724	\$450,895	\$112,724
Cutaways	\$2,032,445	\$508,111	\$3,339,283	\$834,821	\$4,770,582	\$1,192,646	\$4,086,048	\$1,021,512
Buses	\$2,263,461	\$565,865	\$4,986,876	\$1,246,719	\$5,289,478	\$1,322,369	\$8,012,893	\$2,003,223
	\$6,105,102	\$1,526,276	\$11,105,991	\$2,776,498	\$12,898,719	\$3,224,680	\$16,325,020	\$4,081,255

Total Federal Share 2019 - 2020 \$46,434,833
 Total Local Share 2019- 2020 \$11,608,708

Financial and Replacement Summary

There will be a growing financial gap from year to year associated with the number of vehicles needed to be replaced in order to meet the 2018 TAM targets and funding levels that are currently available. Additionally, vehicle prices continue to rise each year. Even if the TAM targets could be met with funding, it still leaves vehicles in the group plan operating over useful life.

WisDOT could also increase the useful life standards for each vehicle type to decrease the number of vehicles beyond useful life or increase the TAM target percentage. Neither of these options, however, alters the issue of an aging fleet.

CONTINUOUS IMPROVEMENT AND TAM PLAN IMPLEMENTATION

Using Vehicles Beyond Useful Life and Prioritization

WisDOT attempts to replace the oldest and most deteriorated vehicles based on the useful life benchmarks established for the TAM Plan. WisDOT also encourages systems to continue to use vehicles beyond their set useful life if there are no safety concerns and the ongoing maintenance of the vehicle is not cost prohibitive.

Merely because a vehicle has met its useful life in age does not mean that it must need replacement at that time. In fact, transit systems are maintaining vehicles longer than their useful life requirement and, on average, vehicles are typically at or just beyond their useful life age. The table below outlines the average age of vehicles in the WisDOT inventory by each vehicle type:

Average Ages of Vehicle Types in 2018			
	Average Age	Useful Life Age	
Auto	7.5		4
Minivan	5.8		4
Minibus	6.4		7
Cutaway	7.0		7
Bus	11.4		12

Average Ages of Vehicle Types in 2021			
	Average Age	Useful Life Age	
Auto	9.9		4
Minivan	8.0		4
Minibus	10.5		7
Cutaway	8.6		7
Bus	18.9		12

Action Plan – Prioritization of Vehicle Requests

WisDOT Transit staff plan on working closely with subrecipients on how to prioritize their vehicles requests (according to our TAM prioritization ranking, funding levels, and useful life and condition assessments) at the time of application. The more Transit staff can work with subrecipients to ensure that the vehicles that have been operating the most number of years and have the worst condition rating are replaced with new ones, the better the group will be able to maintain the TAM Targets.

Application requests for rolling stock will prioritize replacement vehicles over expansion vehicles if there is not enough funding for all request that meet a passing score.

Action Plan - Efforts to Prolong Vehicle Life

WisDOT has implemented the following activities to help prolong the life of vehicles and other assets in the inventory. This is an effort to help ensure the condition of each vehicle remains good and that the vehicle can remain in service without needed replacement. If the group that has opted into the TAM Plan can maintain their vehicles well for longer periods of time, the easier it will be to maintain the 2018 TAM Targets.

- On annual discretionary grant application evaluations, WisDOT has valued “coordination” and “need” as the two highest rated categories for subrecipients to earn points. This is to help subrecipients communicate their greatest need and how they are providing transportation in the most efficient way possible in their area.
- WisDOT will update its vehicle specifications (for the state Human Service Vehicle and Heavy-Duty Bus contract) at least every five years to ensure that the best vehicles are being built to last beyond their useful life and that they meet all federally required standards. If the section can procure longer lasting and high-quality vehicles for its subrecipients, this should decrease the number of vehicles needing to be replaced at the cusp of their useful life.
- WisDOT requires maintenance plans for all subrecipients with vehicles funded through federal grants. In these plans, each subrecipient indicates how they intend to take care of each vehicle type, how often it goes in for repair, preventive maintenance plans, and any ongoing repair issues. This plan assists both WisDOT and subrecipients in keeping their vehicles well maintained and to provides quantitative evidence when vehicle needs replacement.
- The Transit Section employs Asset Manager to keep track of all the vehicles that are federally, state, and locally funded as well as a Compliance Site Review Manager that visits subrecipients at their location of operation and ensures that they are maintaining their vehicles correctly. The Assent Manager also ensures that vehicles are eligible to be disposed of and can share best practices of maintenance to other subrecipients in the group plan.

- Lastly, the WisDOT staff regularly attend FTA training sessions in order to keep up with the latest safety rules and to find best practices from other states. The Transit Staff also coordinate with the Wisconsin State Patrol office to learn about any changes to state laws concerning bus and vehicle safety.

Action Plan – Resources

The Transit Section at WisDOT has 12 staff positions to assist its subrecipients in all things transit asset management related.

- An Asset Manager who is the point person when it comes to organizing, compiling, and maintaining all assets funded with FTA and state funds.
- Four Program Managers who assist subrecipients on grant applications, allocate grant funds, and answer day to day questions.
- A Procurement Manager who develops vehicle specifications and ensures the quality of all vehicle procurements that are funded by FTA.
- An Oversight Manager who conducts 5310 and 5311 program reviews for all WisDOT subrecipients receiving FTA funding. The Oversight Manager also assists subrecipients in maintenance plan updates and ensures they are following the schedules set forth in their maintenance plans.

Subrecipients should have a copy of the TAM Plan, and will be published online at the time of final approval at <https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/compliance/asset.aspx>. This website also includes information about maintenance plans, asset disposal requirements, and federal state of good repair and safety information.

A subrecipient's asset list is always available to them through the Transit online grants management system, BlackCat and is where each subrecipient can update the condition, mileage, and notes on each FTA funded vehicle. BlackCat automatically sets the useful life standard when a vehicle is entered into the system by WisDOT Transit staff.

BlackCat
GRANT MANAGEMENT

Katie Patterson - My Account | Administration | Logout | Help

Version 5.6

Save Cancel Dispose

Asset Identification and Funding

Vehicle Identification

Inventory ID: 22567

* VIN: [REDACTED]

License Plate: [REDACTED]

Registration Type: Select One

Funding

Lessee: [REDACTED]

DOT Lienholder?: Yes

Funding Source: Section 5310

Federal Grant #: Select One

Federal Grant # (Original): [REDACTED]

Federal Share: \$50,709.76

State Share: [REDACTED]

Total Cost: \$63,387.20

Purchase Date: 5/21/2018

Delivery Date: 5/21/2018

Status and Use

Status

Status: Active

Date In Service: 5/21/2018

Date Out of Service: [REDACTED]

Useful Life End Date: 5/19/2025

Useful Life Mileage: 199013

Cycle (5310 only): 41

* Condition: [REDACTED]

BlackCat is also the way in which vehicle disposal requests are made and can be accessed online from any computer or mobile device.

Action Plan - Summary

WisDOT subrecipients and staff are working diligently to improve the vehicles that are being funded with federal monies and to keep vehicles in service safely for as long as possible. Without additional funding, members of the group plan and Transit Staff will need to work together on procuring and maintaining the vehicles as best as they can to meet their TAM Targets. WisDOT Transit plans to reach out to its subrecipients annually in setting the TAM Targets and every four years to update the TAM Plan. The department is receptive to new ideas that may assist in this TAM initiative, to meet TAM Targets annually, and to understand the value of keeping assets well-maintained.

OTHER INFORMATION

TAM Targets were last entered into NTD on 10/08/2021.

TAM Plan information is stored internally on the W-Drive under W:\BTLR\TRANSIT\ADMIN OVERSIGHT\Asset Management\TAM - Transit Asset Management

Contacts:

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APPENDIX 1 – SUBRECIPIENT OPT-IN LIST

Opt-In Rural and Small Urban Agencies - Updated 1/31/2022		
Abby Vans	Colonial Club (Madison MPO)	Goodwill Industries
Aging and Handicapped Transportation, Inc.	Community Alternatives	Green Valley Enterprises
American Eagle Bethel Center	Community Care	Handishop Industries, Inc.
Aptiv	Community Living Connections (Madison MPO)	Harry & Rose Samson Family Jewish Community Center
Arc of Fond du Lac, Inc.	County of Adams	Headwaters, Inc.
Ashland County Aging Unit, Inc.	County of Barron	Hess Memorial Hospital, Inc
Away We Go Transport, Inc.	County of Buffalo	Highline Corp
Barron Co. Developmental Services	County of Columbia	Hodan Community Services
Bay Area Rural Transit	County of Crawford	Interfaith Caregivers of Washington Co.
Beloit Transit	County of Dodge	Janesville Transit (JTS)
Bethel Home	County of Door	Kenosha Achievement Center
Black River Industries	County of Dunn	La Crosse Municipal Transit
BRIDGE for Community Life,	County of Grant	Lauri Jean Zach Center
Brooke Industries	County of Green	Lincoln County ARC, Inc.
Career Industries	County of Iowa	Lutheran Social Services
Cerebral Palsy of Mideast WI	County of Jefferson	Lutheran Homes of Oshkosh, Inc.
Challenge Center, Inc.	County of Kenosha	MARC (Madison MPO)
City of Baraboo	County of La Crosse	Maritime Metro (Manitowoc)
City of Beaver Dam	County of Lafayette	Marinette Co. Committee on Aging
City of Berlin	County of Lincoln	Menominee Transit
City of Black River Falls	County of Manitowoc	Merrill-Go-Round Transit
City of Chippewa Falls	County of Marathon	Mile Bluff
City of Edgerton	County of Marinette	Namekagon Transit
City of Fort Atkinson	County of Marquette	New Hope Center
City of Lake Mills	County of Outagamie	New Horizons North
City of Marshfield	County of Ozaukee	North Central Health Care
City of Mauston	County of Pepin	ODC
City of Monroe	County of Richland	Oneida Public Transit
City of New Richmond	County of Rock	Opportunities in Community Living (Madison MPO)
City of Onalaska	County of Rusk	Opportunity Inc
City of Platteville	County of Sauk	Portal Inc

City of Port Washington	County of Sawyer	RCS Empowers
City of Portage	County of Shawano	Red Cliff Tribe
City of Prairie du Chien	County of Sheboygan	Richland Center
City of Reedsburg	County of St. Croix	Senior Connections
City of Rhinelander	County of Taylor	St. Coletta of Wisconsin, Inc.
City of Rice Lake	County of Trempealeau	Stevens Point City Bus
City of Ripon	County of Vernon	SW Opportunity Center
City of River Falls	County of Walworth	SWCAP
City of Shawano	County of Waupaca	The Threshold
City of Stoughton	County of Wood	Tomahawk Area Interfaith Volunteers
City of Sun Prairie	Covey	Tri-County Memorial Hospital
City of Tomah	Curative Connections	Tri-State Regional Ambulance
City of Viroqua	Disability Services	United Community Center
City of Watertown	Diverse Options	VARC
City of Waupaca	East Shore Industries	Ventures Unlimited, Inc.
City of Waupun	Eau Claire Transit	Village of Plover
Metro Ride (Wausau)	Endeavors Adult Development Center	VIP Services, Inc.
City of Whitewater	ESR	Waushara Industries
City of Wisconsin Rapids	Fond du Lac Area Transit	Wheels of Independence
		YWCA Madison

APPENDIX 2 – ASSET INVENTORY

Because of the large size of the Excel file, it is only available through an electronic version of this document. Original inventory is as of August 20th, 2018.



Master Inventory
Jan 2021 Update.xls:



Facilities-Equipment
Data.xlsx

Both updated January 2022