

WisDOT 2023 to 2026 Transit Asset Management (TAM) Plan

TAM Plan Name	WisDOT Group TAM Plan
TAM Plan Type	Group Plan Sponsor
Agency Name	Wisconsin Department of Transportation
Account Executive Name	Ian Ritz
Last Modified Date	09/27/2022
Signature	I, Katie Patterson , hereby certify on 09/28/2022 that the information provided in this TAM Plan is accurate, correct and complete.

In the summer of 2022, 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 2020. 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.

In addition, some targets are meant to be optimistic about how often we would like vehicles to be replaced rather than just basing on NTD data of age and replacement rates. WisDOT is aware of the challenge to replace vehicles with dramatic vehicle costs, chassis shortages, and changes in services in the past two years.

TAM Targets

Revenue Vehicles

Auto	77%
Bus - Heavy Duty	44%
Cutaway	47%
Minivan/Bariatric	51%
SUV	27%
Van	27%

Equipment

Non Revenue Auto	33%
Other Rubber Tire Vehicle	29%

Facilities

Admin	10%
Parking	10%

Useful life benchmarks are based on FTA guidance

Vehicle Type	Useful Life (years)
Automobile	4
Minivan	4
Bus	12
Cutaway	7
Minibus	7
School Bus	12
Van	4
Truck	4

Facilities	
Admin/Maintenance	40
Parking	40

Equipment	
Automobile (non-revenue)	4
Trucks and other Rubber Tire Vehicles	10

WisDOT also considers mileage, vehicle condition (1 being poor and 5 being excellent), and other maintenance issues

Subrecipient Agency Name

American Eagle Bethel Center

Aptiv, Inc.

ARC of Fond du Lac, Inc.

Ashland County Aging Unit, Inc.

Away We Go Transport, Inc.

Bad River Band of Lake Superior Tribe of Chippewa

Barron County Developmental Services Inc.

Bay Area Rural Transit Commission

Bethel Home

Black River Industries, Inc.

BRIDGE for Community Life, Inc.

Brooke Industries

Careers Industries, Inc.

Center for Independent Living-Western Wisconsin

Challenge Center, Inc.

City of Baraboo

City of Beaver Dam

City of Beloit

City of Berlin

City of Black River Falls

City of Chippewa Falls

City of Edgerton

City of Fort Atkinson

City of Janesville

City of Jefferson

City of La Crosse

City of Lake Mills

City of Manitowoc

City of Marinette

City of Marshfield

City of Mauston

City of Medford

City of Merrill

City of Monroe

City of New Richmond

City of Oshkosh (GO Transit)

City of Onalaska

City of Platteville

City of Portage

City of Prairie du Chien

City of Reedsburg
City of Rhinelander
City of Rice Lake
City of Richland Center
City of Ripon
City of River Falls
City of Shawano
City of Stevens Point
City of Stoughton
City of Tomah
City of Viroqua
City of Watertown
City of Waupaca
City of Waupun
City of Wausau, Wisconsin
City of Whitewater
City of Wisconsin Rapids
Clintonville Transit Commission
Community Alternatives, Inc.
Community Care, Inc.
County of Adams
County of Barron
County of Buffalo
County of Calumet
County of Clark
County of Columbia
County of Crawford
County of Dodge
County of Juneau
County of Kenosha
County of La Crosse
County of Langlade
County of Lincoln
County of Manitowoc
County of Marquette
County of Monroe
County of Outagamie
County of Pepin
County of Richland
County of Rock
County of Sauk

County of Shawano
County of Sheboygan
County of St. Croix
County of Trempealeau
County of Vernon
County of Walworth
County of Waupaca
County of Wood
Covey
Crawford County Opportunity Center
Curative Connections
Disabilities Services, Inc.
Diverse Options, Inc.
Door County
Dunn County Transit Commission
East Shore Industries, Inc.
Endeavors Adult Development Center, Inc.
Fond du Lac, Wisconsin
Goodwill Industries of SE Wisconsin, Inc.
Grandview Care Center, Inc.
Grant County
Green Valley Enterprises, Inc.
Handishop Industries, Inc.
Harry & Rose Samson Family Jewish Community Center, Inc.
Headwaters, Inc.
Highline Corporation
Hodan Community Services, Inc.
Interfaith Caregivers of Washington County
Kenosha Achievement Center, Inc.
Lac Courte Oreilles Band of Ojibwe
Lac du Flambeau Band of Lake Superior Chippewa Indians
Lauri Jean Zach Center, Inc.
Lutheran Homes of Oshkosh, inc.
Lutheran Social Services
Marinette County Committee on Aging, Inc.
Menominee Indian Tribe of Wisconsin
Mile Bluff Medical Center, Inc.
Morrow Home Community
New Hope Center, Inc.
North Central Health Care
Northern Lights Services, Inc.

Northwoods Incorporated of Wisconsin
Oconto County Commission on Aging
Oneida Tribe of Indians of Wisconsin
Oneida-Vilas Transit Commission
Opportunity Development Centers
Opportunity of North Central Wisconsin, Inc.
Portal Industries, Inc.
Red Cliff Band of Lake Superior Chippewa
RISE, Inc.
Rusk County Transit Commission
Sawyer County/LCO Transit Commission
Senior Connections, Inc
Southwest Opportunities Center, Inc.
Southwestern WI Community Action Program, Inc.
St. Coletta of Wisconsin, Inc.
Sunshine House, Inc.
Tomahawk Area Interfaith Volunteers
Tri-County Memorial Hospital
Tri-State Regional Ambulance, Inc.
Union Cab of Madison Cooperative
United Community Center
Valley Packaging Industries, Inc.
Ventures Unlimited, Inc.
Vernon Area Rehabilitation Center, Inc.
Village of Plover
Village of Prairie du Sac
VIP Services, Inc.
Waushara Industries, Inc.
Wheels of Independence, Inc.

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.

WisDOT Group Plan Prioritization

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 st
3rd	Replacement or needed vehicle equipment or facility equipment such as security cameras, fareboxes, or communication equipr
4th	Expansion vehicles for new routes or services
5th	New facilities or upgrading of a facility

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.

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 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 11 staff positions to assist its subrecipients in all things transit asset management related.

- An Asset Manager (currently vacant) 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.

TAM plan updates will be posted on the WisDOT website - <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/compliance/asset.aspx>

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.