

Transit Asset Management Targets

Eau Claire Transit

Prior to 2018, Eau Claire Transit (ECT) worked with the Wisconsin Department of Transportation in the setting of targets for the percentage of transit vehicles, service vehicles, passenger facilities, and maintenance facilities expected to fall within their designated useful life benchmarks (ULB). Currently, ECT is developing their Transit Asset Management (TAM) plan, scheduled for October 1, 2018 completion. The targets set for WisDOT's 5307 group are as follows:

- Vehicles and equipment: Not more than 25 percent of vehicles (heavy duty buses) at or exceeding their useful life benchmark of 14 years.
- Facilities: 50 percent of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

ECT currently reports that none of their 22 buses exceed the ULB of 14 years. The system has only one service vehicle, and that vehicle is within its ULB. The system's only passenger facility is well beyond its useful life. A replacement is programmed for 2020. The office and maintenance facility is less than 50 years old, so there is zero percent of maintenance facilities beyond the ULB.

Chippewa Falls Shared Ride Taxi

While Chippewa Falls Shared Ride Taxi is actually a 5307-funded transit service (urban), it is included in the WisDOT's sponsored asset management group for 5311-funded services (rural). With only 8 vans providing CFSRT's demand responsive service, there is more similarity with assets of services in WisDOT's 5311 group, than the buses and facilities in other 5307 systems. Targets set for the 5311 group are as follows:

- Vehicles and Equipment: WisDOT, and its sub-recipients, set the TAM performance target to only allow for 48 percent of the vehicles and capital equipment to pass beyond useful life.
- Facilities: WisDOT, and its sub-recipients, set the percentage of facilities (by group) that are allowed to age beyond a useful life of 50 years, (more than the FTA minimum standard of 40 years) at ten percent. (There are no federally-funded facilities utilized in the provision of CFSRT services.)

Currently, 100% of the CFSRT vans are within the 4-year useful life benchmark (ULB). The oldest two vans, 2014 model year, will go beyond the 4-year ULB in 2019, and funding is available to replace only one prior to 2019. This will result in 12.5 percent of the fleet beyond the ULB of 4 years.

Coordination and Use of Transit Asset Performance Data

Transit operators are required by FTA to develop a transit asset management plan to assist in maintaining a state-of-good repair for their vehicles and facilities. These plans are required to be completed by October 1, 2018. It is expected that these plans may result in the refinement of the targets for the transit asset management performance measures. In addition, it is expected that these plans will be considered in the prioritization of projects for the next TIP and subsequent TIPs. ECT will be developing and adopting their standalone Transit Asset Management Plan, scheduled for completion in October of 2018. CFSRT anticipates continuation in the WisDOT-sponsored group for 5311 funded transit systems.

The transit operators agree to share their annual data, and/or that of the appropriate WisDOT sponsored group, with the MPO. The MPO will review the reported standing of transit system assets in the programming of projects for the Transportation Improvement Program (TIP), and in the development of recommendations for asset replacement and related future funding needs, in the development of the Long Range Transportation Plan.