
Agency Information

Michigan Department of Transportation (MDOT), NTD 5R03
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Useful Life Benchmark (ULB) – Revenue Vehicles

What targets did your agency set?

Not more than 10% of automobiles or Sport Utility Vehicles will exceed their ULB of 7 years
Not more than 10% of vans will exceed their ULB of 7 years
Not more than 10% of cutaways will exceed their ULB of 10 years
Not more than 15% of medium duty buses will exceed their ULB of 10 years
Not more than 15% of large revenue vehicles will exceed their ULB of 14 years

How did your agency calculate these targets?

ULB and targets are based on current inventories and needs of the rural agencies. Most rural agencies do not use larger size vehicles, so MDOT puts more emphasize on replacing smaller size revenue vehicles.

How has your agency made progress toward its targets?

In FY 2021 we were able to exceed our targets, both the ULB and the useful life standards. Our goal has been and remains to be to keep the rural fleet less than 20% past useful life. In FY21 we were able to get the rural fleet to less than 19% past useful life.

What challenges face your agency in making progress toward the targets?

Sustainable funding. We applied for one 5339 discretionary grants for rural vehicle replacement and that funding availability has not been announced yet. If we are awarded funds, we will be able to continue reaching our goal of less than 20% past useful life.

Useful Life Benchmark – Ferry Boats

What targets did your agency set?

Not more than 40% of ferry boats will exceed ULB, which is 42 years.
Determining the ULB for a ferry boat is very difficult. Boats in the great lakes can have an indefinite life span if they are well maintained, because they are not in salt water. However, boats that operate in ice have a shorter life span, and all of one agency's boats run in ice all winter.

How did your agency calculate these targets?

MDOT does not have a sustainable funding source to replace ferry boats. With the aging ferry boat fleet and needed dock repairs, we need to look for ways to assist the agencies with funding. We now have four ferry boat agencies receiving federal ferry boat funds that are flexed to FTA, and they receive state operating assistance. Of these four, two agencies have publicly owned boats for a total of five publicly owned boats. All four agencies have public docks that need upgrades and repairs. We were able to fund one replacement boat in FY2021, which will be completed in FY2022. Our target of no more than 40% past ULB means at least three, more than half the boats will not be past the ULB.

How has your agency made progress toward its targets?

No. Boats and docks are very expensive. These boats can range from \$3 million to \$13 million each. There is not a single program that provides this much funding. Currently there is one boat past the ULB, and one agency does not have a publicly owned back up boat. They depend on a privately owned boat for backup when needed. We have been working with the ferry providers to identify their unmet needs. For dock work and boat purchases, there is an unmet need of over \$90M.

What challenges face your agency in making progress toward the targets?

Funding. We need a program that will provide enough funds to replace passenger/freight ferry boats. Currently there is not a program that provides enough funding to Michigan for ferry boat replacement.

Useful Life Benchmark – Non-Revenue Vehicles (Service and Administrative Vehicles)

What targets did your agency set?

Up to 50% of non-revenue service vehicles may exceed the ULB of 7 years and up to 100% of non-revenue administrative vehicles may exceed the ULB of 7 years.

How did your agency calculate these targets?

MDOT's priority has been to replace revenue vehicles. Most service and administrative vehicles are purchased with either local funds or funds that have been secured through the planning programs, such as the Surface Transportation Block Grant (STBG). The need for these types of purchases is a local decision so MDOT does not prioritize funds to replace these items. MDOT does provide match if funds are secured through the planning programs.

How has your agency made progress toward its targets?

In FY2021 the non-revenue service and administrative vehicles have exceeded our target. There are currently 71% service vehicles past the ULB and 72% of non-revenue administrative vehicles past the ULB. MDOT has been focused on keeping revenue vehicles in the state of good repair, and service and administrative vehicles have not been a priority. Typically, the agencies receive funding to replace these types of vehicles through the Surface Transportation Block Grant

program. OPT will continue to encourage agencies to apply for these funds through their rural task forces. We may consider using some 5311 funds for non-revenue service vehicles.

What challenges face your agency in making progress toward the targets?

Agencies need to have access to funds from the STBG program to bring these vehicles back to a state of good repair. Sustainable Section 5311 funding.

Useful Life Benchmark – Equipment over \$50,000

What targets did your agency set?

Not more than 50% of equipment over \$50,000 should exceed the ULB.

How did your agency calculate these targets?

MDOT's priority has been to replace revenue vehicles. Most equipment is purchased with either local funds or funds that have been secured through the planning programs, such as the STBG. The need for these types of purchases is a local decision so MDOT does not prioritize funds to replace these items. MDOT does provide match if funds are secured through the planning programs.

How has your agency made progress toward its targets?

Agencies have been able to keep their equipment over \$50,000 under our targeted goal. The current percent past ULB is 47.29.

What challenges face your agency in making progress toward the targets?

Agencies need to have access to funds from the STBG program to continue keeping these items within a state of good repair.

Facilities - Condition

What targets did your agency set?

Facilities will not exceed more than 5% ULB. ULB is an assessment rating less than 3.

How did your agency calculate these targets?

Each 5311 and 5310 agency did a self-assessment of their facility. The average rating for 5311 agencies is 3.62 and the average for 5310 facilities is 3.4. Our term rating is as follows:

5 Excellent- No visible defects, new or near new condition, may still be under warranty if applicable

4 Good- Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional

3 Adequate- Moderately deteriorated or defective; but has not exceeded useful life

2 Marginal- Defective or deteriorated in need of replacement; exceeded useful life

1 Poor- Critically damaged or in need of immediate repair; well past useful life

How has your agency made progress toward its targets?

In FY2018 when the facility assessments were completed, we had four facilities with an assessment rating below 3. Since then, we have been able to fund two replacement facilities. We will continue to seek funding for the remaining two facilities. In FY2020 we also received a discretionary grant for a new facility that was not rated below three but was not large enough for the system operations.

MDOT has hired a consultant in FY2021 to reassess all facilities to ensure equitable assessments are done statewide. After those assessments, if needed, we will consider using more funds for repairs on facilities and facility components with a rating less than 3.

What challenges face your agency in making progress toward the targets?

Funding. We will continue to request 5339(b) funds for any needed construction or repairs. Without additional funds facilities will continue to fall below a state of good repair.

What are extenuating circumstances that impact your agency's transit asset management?

COVID-19 has had an impact on all public transportation. Our rural and most 5310 agencies continued and are continuing to provide essential services, while keeping drivers and passengers safe. They have implemented additional sanitization on buses and provided personal protection equipment to drivers, staff, and passengers.

Include additional information below, or attach additional documentation, if desired.

No additional documentation.