

# MDOT's 2025 SGR Targets

(For MDOT's Section 5311 and 5310 subrecipients)

<b>Asset Class</b>	<b>Current Condition</b>	<b>2024 Targets</b>	<b>Goals</b>
Revenue vehicles – Autos/SUV	37% past ULB	Not more than 10% will exceed ULB of 7 years	Not more than 20% of each agency's fleet will exceed ULB
Revenue vehicles – Vans	51% past ULB	Not more than 10% will exceed ULB of 7 years	Not more than 20% of each agency's fleet will exceed ULB
Revenue vehicles – Cutaways	26% past ULB	Not more than 10% will exceed ULB of 10 years	Not more than 20% of each agency's fleet will exceed ULB
Revenue vehicles – bus Med Duty	26% past ULB	Not more than 15% will exceed ULB of 10 years	Not more than 20% of each agency's fleet will exceed ULB

Revenue vehicles – bus Med Hvy Duty and Large	66% past ULB	Not more than 15% will exceed ULB of 14 years	Not more than 20% of each agency’s fleet will exceed ULB
Revenue vehicles – Ferry Boat	17% past ULB	Not more than 40% will exceed ULB of 42 years	Not more than 50% of each agency’s fleet will exceed ULB
Non-Revenue Service vehicles	58% past ULB	50% may exceed ULB of 7 years	Not more than 50% of each agency’s fleet will exceed ULB
Non-Revenue Admin vehicles	11% past ULB	100% may exceed ULB of 7 years	Local decision, MDOT does not set a goal or provide funding
Equipment over \$50,000	47% past ULB	Not more than 50% will exceed ULB (varies)	Not more than 50% of each agency’s equipment inventory will exceed ULB
Facilities*	9% past ULB	Not more than 5% will exceed ULB (assessment rating less than 3)	Not more than 50% will receive a rating of 3 or lower

**The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL)** invests \$91.2 billion to repair and modernize transit. The legislation supports expanded public transportation choices nationwide, replacing thousands of deficient transit vehicles, including buses, with clean, zero emission vehicles, and improving accessibility for the elderly and people with disabilities.

The Infrastructure Investment and Jobs Act (IIJA) has many competitive grant opportunities, along with a 2% increase for all transit programs. These estimates are based on the 2% increase and not the \$4.3B Michigan could potentially receive from 2022 through 2026. (\*) (\*\*)

- Section 5339 formula: \$2.0 million
- Section 5310: \$2.1 million
- Section 5311 Flex: \$2.3 million
- Federal Ferry Boat Program: \$3.1 million
- State matches the above: \$1.6 million
- Total: Up to \$9.7 million

Funds will be focused first on revenue vehicle replacement until targets/goals are met, then on facility upgrades/replacement, ferry boats and equipment.

Statewide facility assessments were conducted in 2022.

\*“Improve healthy, sustainable transportation options for millions of Americans. Michiganders who take public transportation spend an extra 67.7% of their time commuting and non-White households are 5.6 times more likely to commute via public transportation. 17% of transit vehicles in the state are past useful life. Based on formula funding alone, Michigan would expect to receive \$1 billion over five years under the Infrastructure Investment and Jobs Act to improve public transportation options across the state (2).” Source: [MICHIGAN Infrastructure-Investment-and-Jobs-Act-State-Fact-Sheet.pdf \(whitehouse.gov\)](#)

\*\*[Bipartisan Infrastructure Law | FTA \(dot.gov\)](#)

