

GROUP TRANSIT ASSET MANAGEMENT PLAN FOR TIER II OPERATORS IN SOUTHEASTERN WISCONSIN



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MEMORANDUM REPORT
NUMBER 238

**GROUP TRANSIT ASSET MANAGEMENT PLAN
FOR TIER II OPERATORS IN SOUTHEASTERN WISCONSIN**

Prepared by the
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U.S. Department of Transportation
Federal Highway Administration



September 2018

APPROVAL OF GROUP TRANSIT ASSET MANAGEMENT PLAN: 2019-2022

As the Accountable Executive for each transit operator covered by this Group Transit Asset Management (TAM) Plan, the undersigned approve the Group TAM Plan, sponsored by the Southeastern Wisconsin Regional Planning Commission, and confirm its compliance with 49 CFR part 625. The undersigned further agree to comply with the recordkeeping and annual reporting requirements for transit asset management set forth in Sections 625.53 and 625.55. Beginning in October 1, 2018, each transit operators' Accountable Executive shall self-certify compliance with all aspects of the TAM rule in the Certifications and Assurances phase of a grant application and will verify compliance with the TAM rule during Triennial or State Management Reviews, beginning with the federal fiscal year 2019.

HARTFORD CITY TAXI

By [Signature] Date 9/26/18
Lisa Alves
Transit Supervisor, City of Hartford

OZAUKEE COUNTY TRANSIT SYSTEM

By [Signature] Date 9/28/2018
Jason Wittek
Transit Superintendent, Ozaukee County Transit System

RYDE (CITY OF RACINE TRANSIT SYSTEM)

By [Signature] Date OCT 1, 2018
Michael Maierle
Transit and Parking System Manager, City of Racine

WASHINGTON COUNTY TRANSIT SYSTEM

By [Signature] Date 9/25/18
Joseph Steier
Transit Manager, Washington County Transit System

CITY OF WAUKESHA METRO TRANSIT AND THE WAUKESHA COUNTY TRANSIT SYSTEM

By [Signature] Date 9/24/18
Brian Engelking
Transit Manager, Waukesha Metro Transit

CITY OF WEST BEND TAXI SERVICE

By [Signature] Date 9/24/18
Angela Rosenberg
Transit Assistant, City of West Bend

WESTERN KENOSHA COUNTY TRANSIT

By [Signature] Date 10-1-2018
Carolyn Feldt
Manager, Elder and Disability Services, Kenosha County Department of Human Services

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1.1 OVERVIEW OF THE GROUP TAM PLAN FOR SOUTHEASTERN WISCONSIN

At the request of transit operators, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) has sponsored and prepared this Group Transit Asset Management (TAM) Plan for the eight participating Tier II operators in Southeastern Wisconsin listed in Table 1.1. The Commission prepared this plan in close coordination with the transit operators to document their asset inventories, condition assessments, maintenance protocols, and asset prioritization. This table also includes the Accountable Executive for each transit operator participating in this Group TAM Plan.

This Group TAM Plan covers a four year planning period from 2019 through 2022. As required in the TAM regulations set forth in 49 CFR part 625, this Group TAM Plan includes the following components:

- An inventory of assets, which includes the number and type of capital assets, such as rolling stock, facilities, and equipment
- A condition assessment of inventoried assets for which the transit operators have direct ownership and capital responsibility
- A description of the processes and decision-support tools that the participating transit operators use to estimate the capital investments needed over time, and develop their investment prioritization
- A prioritized list of projects or programs to manage or improve the state of repair of capital assets.

The Group TAM Plan inventories the current transit assets and priorities as of October 1, 2018. Updates to the inventory, condition assessment, and prioritizations are anticipated during the four-year planning period. Specifically, as part of the annual reporting requirements set forth in Section 625.53, transit operators will update their annual condition assessment report. In addition, each transit operator will submit an annual data report to FTA's National Transit Database and an annual narrative report pursuant Section 625.55. In addition, the Transportation Improvement Program for Southeastern Wisconsin, which includes transit capital priorities, will be updated during the planning horizon of the Group TAM Plan in 2019 and 2021, respectively.

Federal and State Transit Asset Management Planning Requirements

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established new TAM data reporting requirements. These rules require that each transit provider that receives funds under 49 U.S.C. Chapter 53 as a recipient or subrecipient and either owns, operates, or manages capital assets used for public transportation is required to develop a TAM plan that provides a condition report of their infrastructure to anticipate and monitor the performance of assets in order to provide a basis for investment prioritization. The purpose of the rule is to aid transit providers in making more informed investment decisions that will ultimately improve the overall condition of each transit system's condition of capital assets.

Role of the Southeastern Wisconsin Regional Planning Commission

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) was established in 1960 as the official areawide planning agency for the southeastern region of the State. SEWRPC serves the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. The Commission, as the Metropolitan Planning Organization for the five urbanized areas in the Region, including the Kenosha, Milwaukee, Racine, and West Bend urbanized areas and a portion of the Round Lake Beach urbanized area, prepares a long-range (20-35 year) transportation plan. SEWRPC Planning Report No. 55, *VISION 2050: A Regional Land Use and Transportation Plan*, July 2017, recommends a long-range vision for land

Table 1.1
Group TAM Plan Participating Transit Operators and Accountable Executives

Transit Operator	Accountable Executive	Title
Hartford City Taxi	Lisa Alves	Transportation Supervisor
Ozaukee County Transit System	Jason Wittek	Transit Superintendent
RYDE (City of Racine Transit System)	Michael Maierle	Transit and Parking System Manager
Washington County Transit System	Joseph Steier	Transit Manager
City of Waukesha Metro Transit	Brian Engelking	Transit Manager
Waukesha County Transit System	Brian Engelking	Transit Manager
City of West Bend Taxi Service	Angela Rosenberg	Transit Assistant
Western Kenosha County Transit	Carolyn Feldt	Manager of Elder and Disability Services

Source: SEWRPC

use and transportation in the Region. It makes recommendations to local and State government to shape and guide land use development and transportation improvements, including public transit, to the year 2050. Specifically, VISION 2050 proposes a substantial improvement and expansion of transit service in Southeastern Wisconsin over the next 30 years.

In addition to the long-range plan, the Commission prepares the four-year transportation improvement program (TIP) for the seven-county Southeastern Wisconsin Region, and short-range (five-year) transit development plans for each of the Region's public transit systems. The TDPs refine and detail the recommendations for transit services set forth in the regional transportation plan. The plans are prepared at the request of the transit service providers in the region. The Commission recently completed a TDP for Ozaukee County in June 2018 and will begin preparing coordinated plans for the City of Waukesha and Waukesha County. A TDP was completed for Racine County in 2013 and Washington County in 2015. As the Commission prepares future plans, the information included in the Group TAM Plan will be incorporated as appropriate to ensure the region's transit assets maintain a state of good repair.

Group Transit Asset Management Planning Coordination Process

The Group TAM Plan was developed through close coordination with the eight participating transit operators. The coordination process for the Group TAM Plan began with an initial meeting in January 2018, where Commission staff provided an overview of the transit asset management requirements, discussed options for preparing the required plans, and answered questions related to transit asset inventories. Subsequently, Commission staff sent all transit providers in the region an invitation to participate in a Group TAM Plan sponsored by the Commission. Eight operators responded affirmatively to be included in the Southeastern Wisconsin Group TAM Plan. The Tier I operators in the region, including the Milwaukee County Transit System and Kenosha Area Transit prepared separate TAM Plans. The remaining Tier II transit operators (Walworth County and City of Whitewater) opted into the statewide Group TAM Plan prepared by the Wisconsin Department of Transportation. For the transit operators that opted to participate in the Group TAM Plan sponsored by the Commission, individual meetings were held in March and April 2018 to collect transit inventories, condition assessments, and maintenance procedures. In May 2018, Commission staff completed the asset inventory utilizing FTA's TAM Plan Template for Small Providers and sent a draft inventory to each transit operator for concurrence. Next, Commission staff developed and analyzed a potential customized useful life benchmark for mileage based on feedback from the transit operators. No feedback was received that necessitated revisions to the customized maximum mileage useful life benchmark and Commission staff completed the remaining elements of the Group TAM Plan.

Transit Asset Management Performance Measures

The Commission established the TAM Targets for Southeastern Wisconsin on June 30, 2017, in consultation with all of the Tier I and Tier II operators within the Region. The regional TAM targets, as shown in Table 1.2, rely heavily on the TAM targets established by the Milwaukee County Transit System (MCTS), which, as the largest transit operator in the Region, represents approximately 94 percent of the replacement value of the publicly owned transit fleets within the Milwaukee urbanized area. The Commission reviewed the MCTS targets by transit asset category and included those transit assets owned and operated by the Tier II transit operators within Southeastern Wisconsin. Commission staff modified the targets as necessary based on the additional transit assets and then transmitted a draft set of targets to all of the Tier I and Tier II operators

Table 1.2
Transit Asset Management Targets for Southeastern Wisconsin

Asset			Performance Measure	Target
Category	Class	Examples		
Rolling Stock	Buses, Other Passenger Vehicles, and Railcars	Bus, Cutaway, Van, Minivan, and Streetcars	Percent of revenue vehicles that have either met or exceeded their useful life benchmark	< 30%
Equipment	Non-revenue service vehicles and equipment over \$50,000	Route Supervisor Vehicles, Maintenance Trucks, Pool Vehicles, DPF Cleaning System, Bus Wash Systems, Fare Collection systems, Vehicle Lifts, etc.	Percent of vehicles and equipment that have either met or exceeded their useful life benchmark	< 30%
Facilities	Support	Maintenance and Administrative Facilities	Percent of facilities within an asset class, rated below 3 on condition reporting system	< 15%
	Passenger	Rail Terminals, Bus Transfer Stations	Percent of facilities within an asset class, rated below 3 on condition reporting system	0%
	Parking	Park-Ride Lots with Direct Capital Responsibility	Percent of facilities within an asset class, rated below 3 on condition reporting system	0%
Infrastructure	Fixed Guideway	Track Segments, Exclusive Bus Rights-of-Way, Catenary Segments, and Bridges	Percent of segments that have performance restrictions	0%

Source: SEWRPC

within the Region for their review and comment.¹ No comments were received that necessitated revising the draft targets. The final TAM Targets for Southeastern Wisconsin were transmitted to the Wisconsin Department of Transportation (WisDOT) on July 10, 2017. The Commission subsequently amended the 2017-2020 Transportation Improvement Program (TIP) according to the MAP-21 performance-based provisions and requirements and will incorporate the TAM targets and priorities for Southeastern Wisconsin into future amendments and updates to VISION 2050. As future updates to the TIP and VISION 2050 occur, the Commission anticipates revising performance targets as appropriate.

¹ A Tier I Transit Provider operates rail or has greater than or equal to 101 vehicles across all fixed route modes, or greater than or equal to 101 vehicles in one non-fixed route mode. A Tier II Transit Provider is a subrecipient of 5311 funds, or an American Indian Tribe, or operates less than or equal to 100 vehicles across all fixed route modes, or less than or equal to 100 vehicles in one non-fixed route mode.

The asset inventories for vehicles, equipment, and facilities are provided in Table 2.1, Table 2.2, and Table 2.3, respectively. Data for each spreadsheet was provided by each transit operator and verified through an iterative process during the development of the Group TAM Plan, as described in Chapter 1. The inventories include the four required categories of capital assets including facilities, equipment, rolling stock, and infrastructure and utilized FTA's TAM Plan Template for Small Providers. The Waukesha County Transit System provides transit services through a contract with a private transit company who owns, operates and manages the transit capital assets. As such, there are no transit assets attributed to the Waukesha County Transit System within this Group TAM Plan.

Table 2.1 lists assets by transit operator and further divides each operator's revenue vehicles by asset class, such as buses, cutaway buses, minivans, and automobiles. The vehicle mileage shown represents the odometer reading as of June 2018. The "replacement costs" shown in Table 2.1 were determined as follows: the replacement cost of buses were based on the operators' most recent purchase prices; minivans and automobiles that are not wheelchair accessible were also based on the operators' most recent purchase prices; and wheelchair accessible cutaway and minivan costs were based on the Wisconsin Department of Transportation's Section 5310 Application Guidelines for Vehicle Capital, Appendix C: Anticipated Vehicle Description and Costs.

Table 2.2 includes the equipment for each participating transit operator that meets the reporting threshold of \$50,000 acquisition value for one line item or a group of assets, as required in 49 CFR part 625. As required, all service vehicles were included in the equipment inventory, regardless of their value.

Lastly, Table 2.3 lists the transit facilities owned by each participating transit operator, or those facilities for which a transit operator has direct capital responsibility or was jointly procured.

Table 2.1
Revenue Vehicle Inventory

Asset Number	Make	Model	Count	ID/Serial No.	Acquisition Year	Vehicle Mileage ^a	Replacement Cost (\$) ^b
Hartford City Taxi Service							
Mini-Vans							
1	Dodge	Braun Caravan	1	2C4RDGBG9ER109892	2014	89,111	37,000
3	Dodge	Braun Caravan	1	2C7WDGBG4HR762091	2017	9,000	37,000
4	Dodge	Braun Caravan	1	2C7WDGBG3FR652114	2015	34,648	37,000
9	Dodge	Braun Caravan	1	2D4RNRDG1BR769979	2011	109,166	37,000
Ozaukee County Transit System							
Cutaway Buses							
130	Ford	Starcraft	1	1FDFE4FL3BDB12352	2011	350,671	54,000
133	Ford	Startrans	1	1FDEE3FL5BDB07255	2011	299,878	54,000
134	Ford	Metrolite	1	1FDEE3FL5DDA89066	2012	261,688	57,000
135	Ford	Metrolite	1	1FDEE3FL7DDA89067	2012	181,034	57,000
141	Ford	Metrolite	1	1FDEE3FL0FDA00636	2015	176,551	57,000
142	Ford	Metrolite	1	1FDEE3FL2FDA00637	2015	154,978	57,000
151	Ford	Starcraft	1	1FDEE3FS3HDC28575	2017	50,691	54,000
152	Ford	Starcraft	1	1FDEE3FS5HDC28576	2017	67,342	54,000
153	Ford	Starcraft	1	1FDEE3FS7HDC28577	2017	62,978	54,000
154	Ford	Starcraft	1	1FDEE3FS0HDC68418	2017	34,990	54,000
158	Ford	Metrolite	1	1FDEE3FSXHDC77501	2017	13,711	57,000
159	Ford	Metrolite	1	1FDEE3FS1HDC77502	2017	12,759	57,000
Mini-Vans							
136	Dodge	Caravan	1	2C4RDGBG0ER292017	2014	231,716	37,000
137	Dodge	Caravan	1	2C4RDGBG2ER292018	2014	221,952	37,000
138	Dodge	Caravan	1	2C4RDGBG4ER292019	2014	228,488	37,000
139	Dodge	ADA-Cara	1	2C7WDGBGXER327247	2014	181,435	37,000
140	Dodge	ADA-Cara	1	2C7WDGBG1 ER327248	2014	134,241	37,000
150	Dodge	ADA-Cara	1	2C7WDGBG3GR386613	2016	48,378	37,000
155	Dodge	Caravan	1	2C7WDGBG6HR838653	2017	21,987	37,000
Automobiles							
144	Toyota	Prius	1	JTDKN3DU3F0444345	2015	134,759	24,000
145	Toyota	Prius	1	JTDKN3DU2F1935354	2015	156,533	24,000
146	Toyota	Prius	1	JTDKN3DU3F19378890	2015	133,433	24,000
147	Toyota	Prius	1	JTDKBRFU1G3001300	2016	95,665	24,000
148	Toyota	Prius	1	JTDKBRFU3G3506593	2016	93,860	24,000
149	Toyota	Prius	1	JTDKBRFU4G3509678	2016	75,383	24,000
156	Toyota	Prius	1	JTDKBRFU8H3054299	2017	16,968	24,000
157	Toyota	Prius	1	JTDKBRFU2H3056176	2017	16,456	24,000
RYDE (City of Racine Transit System)							
Buses							
66	GILLIG	35' Low Floor Bus	1	15GGB291841074582	2004	482,588	430,000
67	GILLIG	35' Low Floor Bus	1	15GGB291X41074583	2004	494,059	430,000
68	GILLIG	35' Low Floor Bus	1	15GGB291141074584	2004	469,887	430,000
69	GILLIG	35' Low Floor Bus	1	15GGB291341074585	2004	447,289	430,000
70	GILLIG	35' Low Floor Bus	1	15GGB291541074586	2004	495,440	430,000
71	GILLIG	35' Low Floor Bus	1	15GGB291741074587	2004	450,014	430,000
72	GILLIG	35' Low Floor Bus	1	15GGB291941074588	2004	432,103	430,000
73	GILLIG	35' Low Floor Bus	1	15GGB291041074589	2004	530,656	430,000
74	GILLIG	35' Low Floor Bus	1	15GGB291741074590	2004	498,194	430,000
75	GILLIG	35' Low Floor Bus	1	15GGB291941074591	2004	481,426	430,000
76	GILLIG	35' Low Floor Bus	1	15GGB271691079709	2009	328,424	430,000
77	GILLIG	35' Low Floor Bus	1	15GGB271291079710	2009	297,881	430,000
78	GILLIG	35' Low Floor Bus	1	15GGB271491079708	2009	281,209	430,000
79	GILLIG	35' Low Floor Bus	1	15GGB2710B1178772	2011	285,300	430,000
80	GILLIG	35' Low Floor Bus	1	15GGB2712B1178773	2011	280,783	430,000

Table continued on next page.

Table 2.1 (Continued)

Asset Number	Make	Model	Count	ID/Serial No.	Acquisition Year	Vehicle Mileage ^a	Replacement Cost (\$) ^b
RYDE (City of Racine Transit System) (continued)							
Buses (continued)							
81	GILLIG	35' Low Floor Bus	1	15GGB2714B1178774	2011	287,940	430,000
82	GILLIG	35' Low Floor Bus	1	15GGB2716B1178775	2011	257,159	430,000
83	GILLIG	35' Low Floor Bus	1	15GGB2718B1178776	2011	270,602	430,000
84	GILLIG	35' Low Floor Bus	1	15GGB2717C1180510	2012	205,691	430,000
85	GILLIG	35' Low Floor Bus	1	15GGB2719C1180511	2012	190,473	430,000
86	GILLIG	35' Low Floor Bus	1	15GGB2710C1180512	2012	190,264	430,000
87	GILLIG	35' Low Floor Bus	1	15GGB2714D1181583	2013	201,193	430,000
88	GILLIG	35' Low Floor Bus	1	15GGB2716D1181584	2013	190,632	430,000
89	GILLIG	35' Low Floor Bus	1	15GGB2718D1181585	2013	200,437	430,000
90	GILLIG	35' Low Floor Bus	1	15GGB271XD1181586	2013	163,086	430,000
91	GILLIG	35' Low Floor Bus	1	15GGB2711D1181587	2013	196,549	430,000
92	GILLIG	35' Low Floor Bus	1	15GGB2713D1181588	2013	180,246	430,000
93	GILLIG	35' Low Floor Bus	1	15GGB2715D1181589	2013	198,309	430,000
94	GILLIG	35' Low Floor Bus	1	15GGB2711D1181590	2013	169,532	430,000
95	GILLIG	35' Low Floor Bus	1	15GGB2713D1181591	2013	192,740	430,000
96	GILLIG	35' Low Floor Bus	1	15GGB3715D1181592	2013	203,581	430,000
97	GILLIG	35' Low Floor Bus	1	15GGB2717D1181593	2013	187,708	430,000
98	GILLIG	35' Low Floor Bus	1	15GGB2719D1181594	2013	186,685	430,000
99	GILLIG	35' Low Floor Bus	1	15GGB2710D1181595	2013	175,677	430,000
01	GILLIG	35' Low Floor Bus	1	15GGB2712D1181596	2013	208,633	430,000
Cutaway Buses							
209	Ford	E450 Medium Duty	1	1FDEE35L69DA83219	2009	172,252	59,000
211	Ford	E450 Medium Duty	1	1FDEE35L49DA83221	2009	170,959	59,000
212	Ford	E450 Medium Duty	1	1FDEE35L69DA83222	2009	169,380	59,000
215	Ford	E450 Medium Duty	1	1FDFE4FS7GDC50541	2016	33,629	59,000
216	Ford	E450 Medium Duty	1	1FDFE4FS5GDC50540	2016	30,395	59,000
217	Ford	E450 Medium Duty	1	1FDFE4FS7GDC50538	2016	30,403	59,000
218	Ford	E450 Medium Duty	1	1FDFE4FS9GDC50539	2016	32,776	59,000
219	Ford	E450 Medium Duty	1	1FDFE4FS5JDC16587	2018	1,152	59,000
220	Ford	E450 Medium Duty	1	1FDFE4FS9JDC16589	2018	1,710	59,000
Washington County Transit System							
Cutaway Buses							
633	Chevy	Glaval Titan II/G3500	1	1GB6G5BL7C1125235	2012	223,919	54,000
637	Chevy	StarsTrans Candidate S2	1	1GB3G2BL8C1161503	2012	218,533	54,000
639	Ford	Starcraft Starlight	1	1FDEE3FL2DDA72757	2013	232,691	54,000
641	Ford	Starcraft Startlight	1	1FDEE3FL4DDA72761	2013	266,183	54,000
644	Ford	Starcraft Startlight	1	1FDEE3FL2DDA72760	2013	230,946	54,000
647	Ford	Starcraft Startlight	1	1FDEE3FL3FDA08603	2015	176,211	54,000
648	Ford	Starcraft Startlight	1	1FDEE3FL5FDA08604	2015	198,893	54,000
657	Ford	Starcraft Starlight	1	1FDEE3FS3HDC23537	2017	82,346	54,000
658	Ford	Starcraft Starlight	1	1FDEE3FS5HDC23538	2017	92,858	54,000
659	Ford	Starcraft Starlight	1	1FDEE3FS7HDC23539	2017	70,641	54,000
662	Ford	Starcraft Starlight	1	1FDEE3FS3HDC64346	2017	35,110	54,000
663	Ford	Starcraft Starlight	1	1FDEE3FS7HDC35514	2017	25,194	54,000
664	Ford	Starcraft Starlight	1	1FDEE3FS0HDC35516	2017	30,393	54,000
665	Ford	Starcraft Starlight	1	1FDEE3FS0JDC21007	2018	9,590	54,000
Mini-Vans							
643	Dodge	Grand Caravan SE	1	2C4RDGBG3DR812807	2013	227,302	37,000
645	Dodge	Grand Caravan SE	1	2C7WDGBG2ER433515	2014	138,939	37,000
646	Dodge	Grand Caravan SE	1	2C7WDGBG6ER433517	2014	156,530	37,000
649	Dodge	Braun Grand Caravan SE	1	2C7WDGBG3FR642795	2015	142,507	37,000
650	Dodge	Braun Grand Caravan SE	1	2C7WDGBG3FR642800	2015	202,496	37,000
651	Dodge	Braun Grand Caravan SE	1	2C7WDGBG2FR652119	2015	157,523	37,000
652	Dodge	Braun Grand Caravan SE	1	2C7WDGBG4FR642854	2015	186,890	37,000

Table continued on next page.

Table 2.1 (Continued)

Asset Number	Make	Model	Count	ID/Serial No.	Acquisition Year	Vehicle Mileage ^a	Replacement Cost (\$) ^b
Washington County Transit System (continued)							
Mini-Vans (continued)							
653	Dodge	Braun Grand Caravan SE	1	2C7WDGBG3FR642814	2015	175,486	37,000
655	Dodge	Braun Grand Caravan SE	1	2C7WDGBG9GR377561	2016	57,331	37,000
656	Dodge	Braun Grand Caravan SE	1	2C7WDGBG9GR382209	2016	78,974	37,000
660	Dodge	Braun Grand Caravan SE	1	2C7WDGBG8HR743009	2017	29,252	37,000
661	Dodge	Braun Grand Caravan SE	1	2C7WDGBG7HR743082	2017	22,426	37,000
667	Dodge	Braun Grand Caravan SE	1	2C7WDGBG6HR828768	2018	49	37,000
668	Dodge	Braun Grand Caravan SE	1	2C7WDGBG6HR853461	2018	61	37,000
City of Waukesha Metro Transit							
Buses							
142	Gillig	Low Floor 35 feet	1	15GGB291741072855	2004	476,220	430,000
145	Gillig	Low Floor 35 feet	1	15GGB291241072858	2004	464,138	430,000
147	Gillig	Low Floor 35 feet	1	15GGB291041072860	2004	505,213	430,000
148	Gillig	Low Floor 35 feet	1	15GGB291241072861	2004	488,429	430,000
153	Gillig	Low Floor 35 feet	1	15GGB271081079493	2008	324,660	430,000
154	Gillig	Low Floor 35 feet	1	15GGB271281079494	2008	323,565	430,000
155	Gillig	Low Floor 35 feet	1	15GGB271481079495	2008	316,155	430,000
159	Gillig	Low Floor 35 feet	1	15GGB2713F1184574	2015	119,298	430,000
160	Gillig	Low Floor 35 feet	1	15GGB2713F1184575	2015	117,095	430,000
161	Gillig	Low Floor 35 feet	1	15GGB2713F1184576	2015	116,505	430,000
162	New Flyer of America	Excelsior XD35	1	5FYD8KV11FB047865	2015	80,798	430,000
163	New Flyer of America	Excelsior XD35	1	5FYD8KV13FB047866	2015	87,393	430,000
164	New Flyer of America	Excelsior XD35	1	5FYD8KV15FB047867	2015	87,558	430,000
165	New Flyer of America	Excelsior XD35	1	5FYD8KV17FB047868	2015	87,563	430,000
166	New Flyer of America	Excelsior XD35	1	5FYD8KV19FB047869	2015	86,650	430,000
167	New Flyer of America	Excelsior XD35	1	5FYD8KV10GC048811	2016	76,001	430,000
168	New Flyer of America	Excelsior XD35	1	5FYD8KV12GC048812	2016	79,091	430,000
169	New Flyer of America	Excelsior XD35	1	5FYD8KV14GC048813	2016	74,862	430,000
170	New Flyer of America	Excelsior XD35	1	5FYD8KV12GB050646	2017	45,158	430,000
171	New Flyer of America	Excelsior XD35	1	5FYD8KV12GB050646	2017	44,341	430,000
Cutaway Buses							
149	Bluebird Corp.	Xcel 102 30 feet	1	1BAGEBXA17F249644	2007	218,802	254,000
150	Bluebird Corp.	Xcel 102 30 feet	1	1BAGEBXA17F249645	2007	187,918	254,000
151	Bluebird Corp.	Xcel 102 30 feet	1	1BAGEBXA17F249646	2007	214,516	254,000
156	Arboc	Spirit of Mobility	1	1GB9G5AL1A1181425	2011	105,927	200,000
157	Arboc	Spirit of Mobility	1	1GB9G5AL0A1181268	2011	103,754	200,000
158	Arboc	Spirit of Mobility	1	1GB9G5AL2A1181319	2011	95,368	200,000
City of West Bend Taxi Service							
Cutaway Buses							
49	Ford	Starcraft Starlite	1	1FDEE3FS1JDC06600	2018	7,280	54,000
84	Ford	Starcraft Starlite	1	1FDEE3FL8ADA21114	2010	230,986	54,000
91	Ford	StarTrans Candidate	1	1FDEE3FL6BDB07250	2011	169,344	54,000

Table continued on next page.

Table 2.1 (Continued)

Asset Number	Make	Model	Count	ID/Serial No.	Acquisition Year	Vehicle Mileage ^a	Replacement Cost (\$) ^b
City of West Bend Taxi Service (continued)							
Cutaway Buses (continued)							
92	Ford	StarTrans Candidate	1	1FDEE3FLX8DB07252	2011	172,458	54,000
93	Ford	Starcraft Starlite	1	1FDEE3FL0DD812804	2013	122,526	54,000
95	Ford	Starcraft Starlite	1	1FDEE3FL2FDA08608	2015	90,389	54,000
98	Ford	Starcraft Starlite	1	1FDEE3FS5HDC26603	2017	27,351	54,000
Mini-Vans							
46	Dodge	Grand Caravan	1	2C4RDGBG6HR855530	2017	24,415	24,000
48	Dodge	Grand Caravan	1	2C4RDGBG8HR855867	2017	23,355	24,000
50	Dodge	Grand Caravan	1	2C4RDGBG7JR251118	2018	325	24,000
94	Dodge	Grand Caravan	1	2C4RDGBG1DR642334	2013	148,458	24,000
96	Dodge	Caravan AVP	1	2C4RDGBG6GR191941	2016	61,893	24,000
97	Dodge	Caravan SE	1	2C4RGBG6HR632243	2017	51,024	24,000
Automobiles							
1345	Chevy	Impala	1	2G1WD5E32D1249871	2013	107,149	24,000
Western Kenosha County Transit							
Cutaway Buses							
119	Ford	Allstar	1	1FDFF4FL8BDA80031	2011	246,075	54,000

^a Odometer reading as of June 2018.

^b The replacement cost of buses were based on the most recent purchase prices; minivans and automobiles that are not wheelchair accessible were also based on the most recent purchase prices; and wheelchair accessible cutaway and minivan costs were based on the Wisconsin Department of Transportation's Section 5310 Application Guidelines for Vehicle Capital, Appendix C: Anticipated Vehicle Description and Costs.

Source: RYDE (City of Racine Transit System), Ozaukee County Transit System, Washington County Transit System, Waukesha Metro Transit, Waukesha County Transit System, Western Kenosha County Transit, Harford City Taxi, City of West Bend Taxi Service, and SEWRPC

Table 2.2
Equipment Inventory

Asset Class ^a	Asset Name	Make	Model	Count	ID/Serial No.	Acquisition Year	Vehicle Mileage ^b	Replacement Cost/Value (\$)
RYDE (City of Racine Transit System)								
(T)	#300, Maintenance Support Truck	Chevy	Truck	1	1GBJC34FXVF044141	1997	70,696	26,000
(T)	#500, Snow Plow Truck	Ford	E350 Plow Truck	1	1FDWF3HR5AEA21939	2009	6,004	80,000
(NR)	#200, 15-Passenger Support Van	Ford	E150 Passenger Van	1	1FMRE11L03HB97731	2003	102,086	25,000
(NR)	#101, Staff Van	Dodge	Caravan	1	2G4RDGBG3HR647492	2017	38,924	25,000
(NR)	#600, Service Vehicle	Ford	E350 Service Vehicle	1	1FDRF3HT0BEB42064	2010	12,878	60,000
(M)	SEFAC Wheel Lift	N/A	N/A	2	N/A	2009	N/A	27,000
(M)	SEFAC Wheel Lift	N/A	N/A	1	N/A	2017	N/A	27,000
(M)	Fork Lift	Komatsu	N/A	1	N/A	1995	N/A	27,000
(M)	CAD/AVL System	TransitMaster	N/A	1	N/A	2004	N/A	350,000
(M)	A/C Recovery Unit	N/A	N/A	1	N/A	2017	N/A	7,000
(M)	Pressure Washers	Hotzy	N/A	2	N/A	2016	N/A	2,500
(M)	In-ground Hoist	N/A	N/A	1	N/A	2012	N/A	150,000
(M)	Ride-on Floor Sweeper	N/A	N/A	1	N/A	1998	N/A	28,000
(M)	Bus wash brush	N/A	N/A	1	N/A	2013	N/A	150,000
(M)	Hydraulic Bushing Press	N/A	N/A	1	N/A	1990	N/A	3,000
(SS)	Facility Surveillance System	N/A	N/A	1	N/A	2010	N/A	25,000
(SS)	Bus Surveillance System	N/A	N/A	25	N/A	2009	N/A	37,500
City of Waukesha Metro Transit								
(NR)	Service truck	Chevrolet	Silverado	1	1GCHK24658E115196	2008	64,023	31,800
(NR)	Ford Econoline Van	Ford	E-350XL SuperDuty	1	1FBNE3BL8ADA54094	2010	77,095	22,509
(NR)	Chevrolet Traverse	Chevrolet	Traverse LS	1	1GNKVEED5BJ213629	2010	53,892	24,416
(NR)	Pressure Washer Trailer	Hydro Tek Systems	T500 Pressure Washer and Trailer Combination	1	1H9CSC277B1120418	2011	N/A	12,526
(NR)	Dodge Grand Caravan	Dodge	Grand Caravan	1	2C4RDGBG0ER245926	2014	35,711	20,880
(WS)	Roll Over Gantry Bus Washer	N/A	Rollover Bus Washer	1	N/A	2010	N/A	84,705
Western Kenosha County Transit								
(NR)	#122, Service Mini Van	Dodge	Entervan	1	2D4RN4DG9BR788618	2011	20,261	35,249

^a Asset Class is defined as:

- (T) – Trucks and other Rubber Tire Vehicles (M) – Maintenance
- (NR) – Non Revenue/Service Automobile (SS) – Surveillance Systems
- (WS) – Wash System

^b Odometer reading as of June 2018

Source: RYDE (City of Racine Transit System), Ozaukee County Transit System, Washington County Transit System, Waukesha Metro Transit, Waukesha County Transit System, Western Kenosha County Transit, Harford City Taxi, City of West Bend Taxi Service, and SEWRPC

Table 2.3
Facilities Inventory

Asset Class ^a	Asset Name	Count	Location	Acquisition Year	Replacement Cost (\$)
Ozaukee County Transit System					
(A)	Transit Facility	1	741 W. Oakland Avenue	2012	1,700,000
RYDE (City of Racine Transit System)					
(M)	Maintenance Shop	1	1900 Kentucky Street	1976	1,065,000
(M)	Bus storage garage	1	1900 Kentucky Street	1977	3,570,000
(M)	Fuel and wash bay	1	1900 Kentucky Street	2008	397,000
(A)	Administration Office Building	1	1900 Kentucky Street	2010	1,057,000
(TC)	Transit Center	1	1409 State Street	2004	4,786,000
City of Waukesha Metro Transit					
(A),(M)	Administration and Maintenance Building	1	2311 Badger Drive	1986	N/A ^b
(TC)	Downtown Terminal	1	212 E. St. Paul Avenue	2004	8,032,800

^a Asset Class is defined as:

(A) – Administration

(M) – Maintenance

(TC) – Transit Center

^b The total replacement cost for the administration and maintenance building is currently under review by Waukesha Metro Transit to consider the potential costs of a new facility, including future upgrades that would be incorporated to modernize the building.

Source: RYDE (City of Racine Transit System), Ozaukee County Transit System, Washington County Transit System, Waukesha Metro Transit, Waukesha County Transit System, Western Kenosha County Transit, Harford City Taxi, City of West Bend Taxi Service, and SEWRPC

3.1 USEFUL LIFE BENCHMARKS

This Group TAM Plan utilized the vehicle-age-based Useful Life Benchmark (ULB) provided by the Federal Transit Administration (FTA) in the *National Transit Database Asset Inventory Module for 2017-2018* and incorporated into the FTA's Default ULB Cheat Sheet. Commission staff also developed a mileage-based ULB in coordination with the participating transit operators in July 2018, utilizing their input from individual meetings, analyses of transit asset condition, and consultation with operators to receive input on potential benchmarks. Based on this iterative process, the Group TAM plan participants supported the inclusion of a customized maximum mileage benchmark based on their local operating environments, historical maintenance records, and manufacturer guidelines. Many of the transit vehicles included in this Group TAM Plan operate in rural and suburban areas that require longer-distance vehicle trips, resulting in a greater average mileage per year than would be expected in more densely populated areas. Also, the vehicles operate in a climate that requires the use of road salt in the winter, resulting in greater impacts to the fleet such as corrosion. Therefore, the use of both an age- and mileage-based ULB better reflect the increased wear on vehicles that impacts the state of good repair for transit vehicles in Southeastern Wisconsin.

The ULB for TAM planning differs from the minimum ULB used to determine Federal funding eligibility for vehicle replacement as identified in FTA Circular 5010.1E. Tracking transit assets for TAM is based on the maximum number of years that a vehicle can operate at a full level of performance. By comparison, the ULB found in FTA's Circular 5010.1E identifies a minimum number of years or mileage that recipients of Federal assistance must meet in order to qualify for new vehicles. Table 3.1 shows the difference between the minimum and maximum useful life benchmarks for both the customized mileage benchmarks and the FTA-developed age benchmarks. The age-based ULB was used to assess the condition of non-revenue service vehicles as part of the transit equipment evaluation. The facilities condition assessment utilized the FTA Transit Economic Requirements Model (TERM) scale as provided in the *TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation*.

3.2 TRANSIT ASSET CONDITION ASSESSMENT

The condition assessment summary for the transit operators participating in this Group TAM Plan is provided in Table 3.2. Approximately 12 percent of the revenue vehicles across all transit operators are past their transit asset management useful life benchmarks for either age or mileage. Fourteen buses (approximately 26 percent) are beyond the age benchmark and none of the buses are beyond the mileage benchmark. Three cutaway buses (approximately six percent) exceed the benchmark based on age, while 13 cutaway buses (approximately 27 percent) exceed the benchmark based on mileage. In addition, no minivans exceed the benchmark based on age but six minivans (approximately 19 percent) exceed the benchmark based on mileage. Overall, all the revenue vehicles inventoried in the Group TAM Plan meet the TAM Targets for Southeastern Wisconsin with under 30 percent of rolling stock. However, the non-revenue service vehicles exceed the benchmark based on age with five (approximately 56 percent) of the non-revenue service vehicles exceeding the age-based benchmark. Tables 3.3 through 3.5 include the condition assessments for group's revenue vehicles, equipment and facilities. Table 3.3 documents the condition assessment for all revenue vehicles by transit operator and asset class. Table 3.4 provides the condition assessment for the transit equipment for all transit operators, which consists of five non-revenue service vehicles and two service trucks that exceed the benchmark based on age. The remaining equipment does not have an applicable ULB but are tracked and maintained by each transit operator. Table 3.5 includes the condition assessment for transit facilities for which the transit operator has direct capital responsibility and provides the condition based on the TERM scale. Four of the facilities have been assigned a condition rating of three or less on the TERM scale, including the City of Racine's maintenance shop, bus storage garage, fuel and wash bay, and Transit Center. Although the Transit Center has not exceeded its useful life, there are unfinished rooms and components that are moderately deteriorated.

Table 3.1
Minimum and Maximum Useful Life Benchmarks

Vehicle Type	Length	Mileage		Age (Years)	
		Minimum ^a	Maximum ^b	Minimum ^a	Maximum ^c
Buses					
Large, heavy-duty transit buses including over-the-road buses (approx. 35' or larger including articulated buses)	35 feet or larger and articulated buses	500,000	600,000	12	14
Small size, heavy-duty transit buses	30 feet	350,000	400,000	10	14
Medium-size, medium duty transit buses	25 feet to 35 feet	200,000	300,000	7	10
Medium-size, light-duty transit buses	25 feet to 35 feet	150,000	200,000	5	14
Light Duty Vehicles					
Cutaways	16 feet to 28 feet	100,000	200,000	4	10
Minivans	16 feet to 28 feet	100,000	175,000	4	8
Automobiles	15 feet (approximately)	100,000	200,000	4	8

^a Minimum useful life as identified in FTA Circular 5010.1E, March 21, 2017, revised July 16, 2018. Minimum useful life is determined by years of service or accumulation of miles, whichever comes first, by asset type.

^b Maximum mileage useful life benchmarks established by participants in the Group TAM Plan based on local operating environments, historical maintenance records, and manufacturer guidelines.

^c Maximum useful life benchmarks set by FTA in the Default Useful Life Benchmark Cheat Sheet and the 2017 Asset Inventory Module Reporting Manual, page 35.

Source: Federal Transit Administration and SEWRPC

Table 3.2
Group TAM Plan Asset Condition Summary

Asset Category/Class	Count	Average Age (Years)	Average Mileage	Average Replacement Costs (\$)	Past Age ULB		Past Mileage ULB	
					Number	Percent	Number ^a	Percent
Bus	55	7.7	260,238	430,000	14	25.5	--	--
Cutaway Bus	49	4.2	126,452	76,500	3	6.1	13	26.5
Minivan	31	2.6	103,542	35,000	--	--	6	19.4
Automobile	9	2.4	92,245	24,000	--	--	--	--
Revenue Vehicles Summary	144	5.0	170,949	199,200	17	11.8	19	13.2
Non-Revenue Service Automobile	9	7.6	44,986	28,900	5	55.6	--	--
Trucks and other Rubber Tire Vehicles	2	15.0	38,350	53,000	2	100.0	--	--
Bus Wash System	1	8.0	N/A	84,700	1	100.0	--	--
Equipment Summary	50	9.7	40,131	53,500	20	40.0	N/A	N/A
Administration	2	7.0	N/A	1,378,500	N/A	N/A	N/A	N/A
Maintenance	4	31.3	N/A	1,258,000	N/A	N/A	N/A	N/A
Facilities Summary	8	21.0	N/A	2,576,000	N/A	N/A	N/A	N/A

^a Percent at or past ULB for miles is based on the customized maximum mileage useful life benchmarks developed in coordination with the participating transit operators and local operating environments, historical maintenance records, and manufacturer guidelines.

Source: Federal Transit Administration and SEWRPC

Table 3.3
Revenue Vehicles Condition Assessment

Asset Number	ID/Serial No.	Age (Years)	Vehicle Mileage ^a	Replacement Cost (\$) ^b	Applicable Age-Based Useful Life Benchmark (Years)	Past Age Useful Life Benchmark	Applicable Mileage-Based Useful Life Benchmark (Miles) ^c	Past Mileage Useful Life Benchmark
Hartford City Taxi Service								
Mini-Vans								
1	2C4RDGBG9ER109892	4	89,111	37,000	8	No	175,000	No
3	2C7WDGBG4HR762091	1	9,000	37,000	8	No	175,000	No
4	2C7WDGBG3FR652114	3	34,648	37,000	8	No	175,000	No
9	2D4RNRDG1BR769979	7	109,166	37,000	8	No	175,000	No
Ozaukee County Transit System								
Cutaway Buses								
130	1FDFE4FL3BDB12352	7	350,671	54,000	10	No	200,000	Yes
133	1FDEE3FL5BDB07255	7	299,878	54,000	10	No	200,000	Yes
134	1FDEE3FL5DDA89066	6	261,688	57,000	10	No	200,000	Yes
135	1FDEE3FL7DDA89067	6	181,034	57,000	10	No	200,000	No
141	1FDEE3FL0FDA00636	3	176,551	57,000	10	No	200,000	No
142	1FDEE3FL2FDA00637	3	154,978	57,000	10	No	200,000	No
151	1FDEE3FS3HDC28575	1	50,691	54,000	10	No	200,000	No
152	1FDEE3FS5HDC28576	1	67,342	54,000	10	No	200,000	No
153	1FDEE3FS7HDC28577	1	62,978	54,000	10	No	200,000	No
154	1FDEE3FS0HDC68418	1	34,990	54,000	10	No	200,000	No
158	1FDEE3FSXHDC77501	1	13,711	57,000	10	No	200,000	No
159	1FDEE3FS1HDC77502	1	12,759	57,000	10	No	200,000	No
Mini-Vans								
136	2C4RDGBG0ER292017	4	231,716	37,000	8	No	175,000	Yes
137	2C4RDGBG2ER292018	4	221,952	37,000	8	No	175,000	Yes
138	2C4RDGBG4ER292019	4	228,488	37,000	8	No	175,000	Yes
139	2C7WDGBGXER327247	4	181,435	37,000	8	No	175,000	No
140	2C7WDGBG1 ER327248	4	134,241	37,000	8	No	175,000	No
150	2C7WDGBG3GR386613	2	48,378	37,000	8	No	175,000	No
155	2C7WDGBG6HR838653	1	21,987	37,000	8	No	175,000	No
Automobiles								
144	JTDKN3DU3F0444345	3	134,759	24,000	8	No	200,000	No
145	JTDKN3DU2F1935354	3	156,533	24,000	8	No	200,000	No
146	JTDKN3DU3F19378890	3	133,433	24,000	8	No	200,000	No
147	JTDKBRFU1G3001300	2	95,665	24,000	8	No	200,000	No
148	JTDKBRFU3G3506593	2	93,860	24,000	8	No	200,000	No
149	JTDKBRFU4G3509678	2	75,383	24,000	8	No	200,000	No
156	JTDKBRFU8H3054299	1	16,968	24,000	8	No	200,000	No
157	JTDKBRFU2H3056176	1	16,456	24,000	8	No	200,000	No
RYDE (City of Racine Transit System)								
Buses								
66	15GGB291841074582	14	482,588	430,000	14	Yes	600,000	No
67	15GGB291X41074583	14	494,059	430,000	14	Yes	600,000	No
68	15GGB291141074584	14	469,887	430,000	14	Yes	600,000	No
69	15GGB291341074585	14	447,289	430,000	14	Yes	600,000	No
70	15GGB291541074586	14	495,440	430,000	14	Yes	600,000	No
71	15GGB291741074587	14	450,014	430,000	14	Yes	600,000	No
72	15GGB291941074588	14	432,103	430,000	14	Yes	600,000	No
73	15GGB291041074589	14	530,656	378,000	14	Yes	600,000	No
74	15GGB291741074590	14	498,194	430,000	14	Yes	600,000	No
75	15GGB291941074591	14	481,426	430,000	14	Yes	600,000	No
76	15GGB271691079709	9	328,424	430,000	14	No	600,000	No
77	15GGB271291079710	9	297,881	430,000	14	No	600,000	No
78	15GGB271491079708	9	281,209	430,000	14	No	600,000	No
79	15GGB2710B1178772	7	285,300	430,000	14	No	600,000	No

Table continued on next page.

Table 3.3 (Continued)

Asset Number	ID/Serial No.	Age (Years)	Vehicle Mileage ^a	Replacement Cost (\$) ^b	Applicable Age-Based Useful Life Benchmark (Years)	Past Age Useful Life Benchmark	Applicable Mileage-Based Useful Life Benchmark (Miles) ^c	Past Mileage Useful Life Benchmark
RYDE (City of Racine Transit System) (Continued)								
Buses (continued)								
80	15GGB2712B1178773	7	280,783	430,000	14	No	600,000	No
81	15GGB2714B1178774	7	287,940	430,000	14	No	600,000	No
82	15GGB2716B1178775	7	257,159	430,000	14	No	600,000	No
83	15GGB2718B1178776	7	270,602	430,000	14	No	600,000	No
84	15GGB2717C1180510	6	205,691	430,000	14	No	600,000	No
85	15GGB2719C1180511	6	190,473	430,000	14	No	600,000	No
86	15GGB2710C1180512	6	190,264	430,000	14	No	600,000	No
87	15GGB2714D1181583	5	201,193	430,000	14	No	600,000	No
88	15GGB2716D1181584	5	190,632	430,000	14	No	600,000	No
89	15GGB2718D1181585	5	200,437	430,000	14	No	600,000	No
90	15GGB271XD1181586	5	163,086	430,000	14	No	600,000	No
91	15GGB2711D1181587	5	196,549	430,000	14	No	600,000	No
92	15GGB2713D1181588	5	180,246	430,000	14	No	600,000	No
93	15GGB2715D1181589	5	198,309	430,000	14	No	600,000	No
94	15GGB2711D1181590	5	169,532	430,000	14	No	600,000	No
95	15GGB2713D1181591	5	192,740	430,000	14	No	600,000	No
96	15GGB3715D1181592	5	203,581	430,000	14	No	600,000	No
97	15GGB2717D1181593	5	187,708	430,000	14	No	600,000	No
98	15GGB2719D1181594	5	186,685	430,000	14	No	600,000	No
99	15GGB2710D1181595	5	175,677	430,000	14	No	600,000	No
01	15GGB2712D1181596	5	208,633	430,000	14	No	600,000	No
Cutaway Buses								
209	1FDEE35L69DA83219	9	172,252	59,000	10	No	200,000	No
211	1FDEE35L49DA83221	9	170,959	59,000	10	No	200,000	No
212	1FDEE35L69DA83222	9	169,380	59,000	10	No	200,000	No
215	1FDFF4FS7GDC50541	2	33,629	59,000	10	No	200,000	No
216	1FDFF4FS5GDC50540	2	30,395	59,000	10	No	200,000	No
217	1FDFF4FS7GDC50538	2	30,403	59,000	10	No	200,000	No
218	1FDFF4FS9GDC50539	2	32,776	59,000	10	No	200,000	No
219	1FDFF4FS5JDC16587	0	1,152	59,000	10	No	200,000	No
220	1FDFF4FS9JDC16589	0	1,710	59,000	10	No	200,000	No
Washington County Transit System								
Cutaway Buses								
633	1GB6G5BL7C1125235	6	223,919	54,000	10	No	200,000	Yes
637	1GB3G2BL8C1161503	6	218,533	54,000	10	No	200,000	Yes
639	1FDEE3FL2DDA72757	5	232,691	54,000	10	No	200,000	Yes
641	1FDEE3FL4DDA72761	5	266,183	54,000	10	No	200,000	Yes
644	1FDEE3FL2DDA72760	5	230,946	54,000	10	No	200,000	Yes
647	1FDEE3FL3FDA08603	3	176,211	54,000	10	No	200,000	No
648	1FDEE3FL5FDA08604	3	198,893	54,000	10	No	200,000	No
657	1FDEE3FS3HDC23537	1	82,346	54,000	10	No	200,000	No
658	1FDEE3FS5HDC23538	1	92,858	54,000	10	No	200,000	No
659	1FDEE3FS7HDC23539	1	70,641	54,000	10	No	200,000	No
662	1FDEE3FS3HDC64346	1	35,110	54,000	10	No	200,000	No
663	1FDEE3FS7HDC35514	1	25,194	54,000	10	No	200,000	No
664	1FDEE3FS0HDC35516	1	30,393	54,000	10	No	200,000	No
665	1FDEE3FS0JDC21007	0	9,590	54,000	10	No	200,000	No
Mini-Vans								
643	2C4RDGBG3DR812807	5	227,302	37,000	8	No	175,000	Yes
645	2C7WDGBG2ER433515	4	138,939	37,000	8	No	175,000	No
646	2C7WDGBG6ER433517	4	156,530	37,000	8	No	175,000	No
649	2C7WDGBG3FR642795	3	142,507	37,000	8	No	175,000	No

Table continued on next page.

Table 3.3 (Continued)

Asset Number	ID/Serial No.	Age (Years)	Vehicle Mileage ^a	Replacement Cost (\$) ^b	Applicable Age-Based Useful Life Benchmark (Years)	Past Age Useful Life Benchmark	Applicable Mileage-Based Useful Life Benchmark (Miles) ^c	Past Mileage Useful Life Benchmark
Washington County Transit System (Continued)								
Mini-Vans (continued)								
650	2C7WDGBG3FR642800	3	202,496	37,000	8	No	175,000	Yes
651	2C7WDGBG2FR652119	3	157,523	37,000	8	No	175,000	No
652	2C7WDGBG4FR642854	3	186,890	37,000	8	No	175,000	Yes
653	2C7WDGBG3FR642814	3	175,486	37,000	8	No	175,000	Yes
655	2C7WDGBG9GR377561	2	57,331	37,000	8	No	175,000	No
656	2C7WDGBG9GR382209	2	78,974	37,000	8	No	175,000	No
660	2C7WDGBG8HR743009	1	29,252	37,000	8	No	175,000	No
661	2C7WDGBG7HR743082	1	22,426	37,000	8	No	175,000	No
667	2C7WDGBG6HR828768	0	49	37,000	8	No	175,000	No
668	2C7WDGBG6HR853461	0	61	37,000	8	No	175,000	No
City of Waukesha Metro Transit								
Buses								
142	15GGB291741072855	14	476,220	430,000	14	Yes	600,000	No
145	15GGB291241072858	14	464,138	430,000	14	Yes	600,000	No
147	15GGB291041072860	14	505,213	430,000	14	Yes	600,000	No
148	15GGB291241072861	14	488,429	430,000	14	Yes	600,000	No
153	15GGB271081079493	10	324,660	430,000	14	No	600,000	No
154	15GGB271281079494	10	323,565	430,000	14	No	600,000	No
155	15GGB271481079495	10	316,155	430,000	14	No	600,000	No
159	15GGB2713F1184574	3	119,298	430,000	14	No	600,000	No
160	15GGB2713F1184575	3	117,095	430,000	14	No	600,000	No
161	15GGB2713F1184576	3	116,505	430,000	14	No	600,000	No
162	5FYD8KV11FB047865	3	80,798	430,000	14	No	600,000	No
163	5FYD8KV13FB047866	3	87,393	430,000	14	No	600,000	No
164	5FYD8KV15FB047867	3	87,558	430,000	14	No	600,000	No
165	5FYD8KV17FB047868	3	87,563	430,000	14	No	600,000	No
166	5FYD8KV19FB047869	3	86,650	430,000	14	No	600,000	No
167	5FYD8KV10GC048811	2	76,001	430,000	14	No	600,000	No
168	5FYD8KV12GC048812	2	79,091	430,000	14	No	600,000	No
169	5FYD8KV14GC048813	2	74,862	430,000	14	No	600,000	No
170	5FYD8KV12GB050646	1	45,158	430,000	14	No	600,000	No
171	5FYD8KV12GB050646	1	44,341	430,000	14	No	600,000	No
Cutaway Buses								
149	1BAGEBXA17F249644	11	218,802	254,000	10	Yes	200,000	Yes
150	1BAGEBXA17F249645	11	187,918	254,000	10	Yes	200,000	Yes
151	1BAGEBXA17F249646	11	214,516	254,000	10	Yes	200,000	Yes
156	1GB9G5AL1A1181425	7	105,927	200,000	10	No	200,000	No
157	1GB9G5AL0A1181268	7	103,754	200,000	10	No	200,000	No
158	1GB9G5AL2A1181319	7	95,368	200,000	10	No	200,000	No
City of West Bend Taxi Service								
Cutaway Buses								
49	1FDEE3FS1JDC06600	0	7,280	54,000	10	No	200,000	No
84	1FDEE3FL8ADA21114	8	230,986	54,000	10	No	200,000	Yes
91	1FDEE3FL6BDB07250	7	169,344	54,000	10	No	200,000	No
92	1FDEE3FLXBDB07252	7	172,458	54,000	10	No	200,000	No
93	1FDEE3FL0DDB12804	5	122,526	54,000	10	No	200,000	No
95	1FDEE3FL2FDA08608	3	90,389	54,000	10	No	200,000	No
98	1FDEE3FS5HDC26603	1	27,351	54,000	10	No	200,000	No
Mini-Vans								
46	2C4RDGBG6HR855530	1	24,415	24,000	8	No	175,000	No
48	2C4RDGBG8HR855867	1	23,355	24,000	8	No	175,000	No
50	2C4RDGBG7JR251118	0	325	24,000	8	No	175,000	No

Table continued on next page.

Table 3.3 (Continued)

Asset Number	ID/Serial No.	Age (Years)	Vehicle Mileage^a	Replacement Cost (\$)^b	Applicable Age-Based Useful Life Benchmark (Years)	Past Age Useful Life Benchmark	Applicable Mileage-Based Useful Life Benchmark (Miles)^c	Past Mileage Useful Life Benchmark
City of West Bend Taxi Service (Continued)								
Mini-Vans (continued)								
94	2C4RDGBG1DR642334	5	148,458	24,000	8	No	175,000	No
96	2C4RDGBG6GR191941	2	61,893	24,000	8	No	175,000	No
97	2C4RGBG6HR632243	1	51,024	24,000	8	No	175,000	No
Automobiles								
1345	2G1WD5E32D1249871	5	107,149	24,000	8	No	200,000	No
Western Kenosha County Transit								
Cutaway Buses								
119	1FDFE4FL8BDA80031	7	246,075	54,000	10	No	200,000	Yes

^a Odometer reading as of June 2018.

^b The replacement cost of buses were based on the most recent purchase prices; minivans and automobiles that are not wheelchair accessible were also based on the most recent purchase prices; and wheelchair accessible cutaway and minivan costs were based on the Wisconsin Department of Transportation's Section 5310 Application Guidelines for Vehicle Capital, Appendix C: Anticipated Vehicle Description and Costs.

^c Maximum mileage useful life benchmarks developed in coordination with the participating transit operators and based on local operating environments, historical maintenance records, and manufacturer guidelines.

Source: RYDE (City of Racine Transit System), Ozaukee County Transit System, Washington County Transit System, Waukesha Metro Transit, Waukesha County Transit System, Western Kenosha County Transit, Harford City Taxi, City of West Bend Taxi Service, and SEWRPC

Table 3.4
Equipment Condition Assessment

Asset Class ^a	Asset Name	Count	ID/Serial No.	Age (Years)	Vehicle Mileage	Replacement Cost/Value (\$)	Useful Life Benchmark (Years)	Past Useful Life Benchmark
RYDE (City of Racine Transit System)								
(M)	A/C Recovery Unit	1	N/A	1	N/A	7,000	N/A	N/A
(M)	Bus wash brush	1	N/A	5	N/A	150,000	N/A	N/A
(M)	CAD/AVL System	1	N/A	14	N/A	350,000	N/A	N/A
(M)	Fork Lift	1	N/A	23	N/A	27,000	N/A	N/A
(M)	Hydraulic Bushing Press	1	N/A	28	N/A	3,000	N/A	N/A
(M)	In-ground Hoist	1	N/A	6	N/A	150,000	N/A	N/A
(M)	Pressure Washers	2	N/A	2	N/A	2,500	N/A	N/A
(M)	Ride-on Floor Sweeper	1	N/A	20	N/A	28,000	N/A	N/A
(M)	SEFAC Wheel Lift	2	N/A	9	N/A	27,000	N/A	N/A
(M)	SEFAC Wheel Lift	1	N/A	1	N/A	27,000	N/A	N/A
(NR)	#101, Dodge Caravan	1	2G4RDGBG3HR647492	1	38,924	25,000	8	No
(NR)	#200, E150 Passenger Support Van	1	1FMRE11L03HB97731	15	102,086	25,000	8	Yes
(NR)	#600, E350 Service Vehicle	1	1FDRF3HT0BEB42064	8	12,878	60,000	8	Yes
(SS)	Bus Surveillance System	25	N/A	9	N/A	37,500	N/A	N/A
(SS)	Facility Surveillance System	1	N/A	8	N/A	25,000	N/A	N/A
(T)	#300, Maintenance Support Truck	1	1GBJC34FXVF044141	21	70,696	26,000	N/A	N/A
(T)	#500, Snow Plow Truck	1	1FDWF3HR5AEA21939	9	6,004	80,000	N/A	N/A
City of Waukesha Metro Transit								
(WS)	Roll Over Gantry Bus Washer	1	N/A	8	N/A	84,705	N/A	N/A
(NR)	Ford Econoline Van	1	1FBNE3BL8ADA54094	8	77,095	22,509	8	Yes
(NR)	Dodge Grand Caravan	1	2C4RDGBG0ER245926	4	35,711	20,880	8	No
(NR)	Chevrolet Traverse	1	1GNKVEED5BJ213629	8	53,892	24,416	8	Yes
(NR)	Pressure Washer Trailer	1	1H9CSC277B1120418	7	0	12,526	8	No
(NR)	Service truck	1	1GCHK24658E115196	10	64,023	31,800	8	Yes
Western Kenosha County Transit								
(NR)	#122, Dodge Entervan	1	2D4RN4DG9BR788618	7	20,261	35,249	8	No

^a Asset Class is defined as:

(M) – Maintenance (NR) – Non Revenue/Service Automobile
 (SS) – Surveillance Systems (T) – Trucks and other Rubber Tire Vehicles
 (WS) – Wash System

Source: RYDE (City of Racine Transit System), Ozaukee County Transit System, Washington County Transit System, Waukesha Metro Transit, Waukesha County Transit System, Western Kenosha County Transit, Harford City Taxi, City of West Bend Taxi Service, and SEWRPC

Table 3.5
Facilities Condition Assessment

Asset Class ^a	Asset Name	Age (Years)	TERM Scale Condition	Replacement Cost (\$)
Ozaukee County Transit System				
(A)	Transit facility	6	5	1,700,000
RYDE (City of Racine Transit System)				
(M)	Maintenance shop	42	1	1,065,000
(M)	Bus storage garage	41	1	3,570,000
(M)	Fuel and wash bay	10	1	397,000
(A)	Administration office building	8	5	1,057,000
(TC)	Transit Center	14	3	4,786,000
City of Waukesha Metro Transit				
(A),(M)	Administration and maintenance building	32	4	N/A ^b
(TC)	Downtown Transit Center terminal	15	5	8,032,800

^a Asset Class is defined as:

(A) – Administration

(M) – Maintenance

(TC) – Transit Center

^b The total replacement cost for the administration and maintenance building is currently under review by Waukesha Metro Transit to consider the potential costs of a new facility, including future upgrades that would be incorporated to modernize the building.

Source: RYDE (City of Racine Transit System), Ozaukee County Transit System, Washington County Transit System, Waukesha Metro Transit, Waukesha County Transit System, Western Kenosha County Transit, Harford City Taxi, City of West Bend Taxi Service, and SEWRPC

4.1 INTRODUCTION

This Group TAM Plan utilizes two processes to determine capital asset investment prioritization and capital needs over time, which includes:

1. Ranking needs based on the maximum useful life benchmarks for age and mileage, and
2. Conducting maintenance and vehicle replacements according to established plans and policies.

First, the Group TAM Plan utilizes a prioritization process to determine the capital investments needed to maintain a state of good repair. The prioritization process ranks needs based on, (1) if the asset has exceeded its maximum useful life benchmark for mileage, and (2) if the asset has exceeded its maximum useful life benchmark for age, as shown in Table 4.1. The use of both mileage and age was determined to be the best indicator of asset condition by the transit operators included in the Group TAM Plan based on their experience operating transit services, their historical maintenance records, and manufacturer guidelines.

Second, each transit operator estimates capital needs over time by utilizing maintenance tracking policies, procedures, condition assessments, and budget processes. In addition, the timing and amount of funding available for replacements are determined through their local capital improvement planning and budget processes. The following discussion summarizes each transit operator's maintenance procedures, asset tracking, and goals for replacing transit vehicle assets that help determine what capital investments are needed when to ensure a state of good repair.

Hartford City Taxi

The City of Hartford provides maintenance for the shared-ride taxi vehicles within their fleet. This includes scheduled preventive maintenance and unscheduled maintenance. If the service cannot be conducted by the City, the service is provided through an outside mechanic. The City maintains a maintenance log and has a preventive maintenance checklist. The City of Hartford's useful life service goal is to replace one vehicle every two years, once they reach 100,000 miles. By continuing their vehicle replacement cycle, the City of Hartford is able to continue full operation while a vehicle being serviced. The City of Hartford has an asset transition protocol that documents their procedures when a vehicle reaches the end of its useful life.

Ozaukee County Transit Services

Ozaukee County has a maintenance plan, which includes standard operating procedures for maintenance activities conducted by County staff. The County tracks the condition of their transit assets and documents any unplanned maintenance within a service log. The County recognizes the importance of properly maintaining their equipment to achieve the goal of operating their shared-ride taxi vehicles until they reach approximately 250,000 to 300,000 miles. To maintain a state of good repair, their vehicle replacement goal is five to seven shared-ride taxi vehicles each year, as identified in Ozaukee County's 2018 Adopted Budget. Vehicle replacements are prioritized based on mileage, maintenance history, and additional factors as identified by Ozaukee County's maintenance staff. Asset dispositions are conducted according to FTA requirements within Circular 5010.1E, Awards Management Requirements.

RYDE (City of Racine Transit System)

RYDE's *Maintenance Procedure Manual* includes policies and procedures to assure that all assets owned by the City of Racine are maintained in the best possible condition. The manual includes policies and procedures to help RYDE meet industry performance standards such as a minimum of 4,000 miles between road calls and a minimum of 19 maintenance labor hours per thousand miles and a maximum of 27 maintenance labor hours per thousand hours. The RYDE/Belle Urban Transit System developed a package of inspections

Table 4.1
Maximum Useful Life Benchmarks

Vehicle Type	Length	Maximum Mileage ^a	Maximum Age ^b (Years)
Buses			
Large, heavy-duty transit buses including over-the-road buses (approx. 35' or larger including articulated buses)	35 feet or larger and articulated buses	600,000	14
Small size, heavy-duty transit buses	30 feet	400,000	14
Medium-size, medium duty transit buses	25 feet to 35 feet	300,000	10
Medium-size, light-duty transit buses	25 feet to 35 feet	200,000	14
Light Duty Vehicles			
Cutaways	16 feet to 28 feet	200,000	10
Minivans	16 feet to 28 feet	175,000	8
Automobiles	15 feet (approximately)	200,000	8

^a Maximum mileage useful life benchmarks developed in coordination with the participating transit operators and based on local operating environments, historical maintenance records, and manufacturer guidelines.

^b Maximum mileage useful life benchmarks set by FTA in the Default Useful Life Benchmark Cheat Sheet and the 2017 Asset Inventory Module Reporting Manual, page 35.

Source: Federal Transit Administration and SEWRPC

(labeled A, B, C, and D) that occur at every 6,000, 18,000, and 24,000 miles (respectively) for their Gillig buses. They also service all wheelchair lifts and ramps every 6,000 miles. RYDE determines when service is due by utilizing a preventative maintenance schedule spreadsheet. They also track services with a Preventative Maintenance Inspection Report, which is completed monthly. The inspection report also tracks the compliance record to ensure all fixed-route buses are serviced every 6,000 miles, paratransit vehicles are serviced every 5,000 miles, and support vehicles are serviced every 5,000 miles. Similar to Waukesha Metro's manual, their manual also describes the maintenance procedures for buildings, purchasing and inventorying of parts, and the responsibilities for staff involved in the maintenance and operation of the transit system. The City of Racine maintains an asset transition manual documenting procedures for asset disposal.

RYDE intends to replace all model year 2004 buses between 2018 and 2021 as identified in the City of Racine's 2018-2027 Capital Improvement Plan. In addition, the model year 2009 buses are scheduled to be replaced starting in 2021. A non-revenue service vehicle is also scheduled for replacement in 2018.

Washington County Transit

Washington County Transit contracts with Specialized Transport Services, Inc. for maintenance support of revenue vehicles. As part of the contracted maintenance services, Washington County has a documented policy for monitoring maintenance of transit assets. Their policy states that "Washington County Transit will monitor the continuing control of contractor-operator FTA-funded equipment." This includes the following:

- Conducting an inspection of FTA-funded equipment (vehicles) at a minimum of once a year.
- Tracking condition of the transit equipment on a record sheet as part of a physical inventory of FTA-funded assets.
- Informing FTA Region 5 of any FTA-funded assets that are to be retired (i.e., taken out of service at the end of the asset's useful life). For assets that are to be removed before the end of their useful life, the Transit Manager will immediately notify the FTA Region 5 office in writing and request instructions on proper disposition of these assets.

In addition, Specialized Transportation Services has a written *Taxi Maintenance Plan* for Washington County that identifies activities and roles related to transit asset management. This includes preventative maintenance schedules, daily maintenance, inspection reports, and tracking sheets.

Washington County has a goal of replacing cutaway buses (25 feet to 35 feet) when they reach five years of service or 150,000 miles and other vehicles (e.g., small buses, regular and specialized vans) when they reach four years or 100,000 miles.

City of Waukesha Metro Transit and Waukesha County Transit

Waukesha Metro Transit's *Maintenance Procedure Manual* documents the purpose, policies, standards, and staff utilized to assure that all assets owned by the Transit System are maintained to the best possible condition. The "best possible condition" is defined by Waukesha Metro to mean that revenue vehicles are available to meet scheduled peak service requirements, and that the exterior of the vehicles are free of graffiti and accident damage. The goal of Waukesha Metro is to protect their equipment and facilities by setting goals and standards that either meet or exceed the accepted industry standards. Waukesha Metro also has a disposition policy that details their policies and procedures for disposing vehicles and supplies, which is included in their Procurement Policy.

As stated in the manual, Waukesha Metro recognizes the importance of properly maintaining their equipment with timely preventative maintenance and strives for 100 percent on-time performance for preventative maintenance activities. In order to track maintenance processes, Waukesha Metro utilizes a software program that alerts them 750 miles prior to the mileage when preventative maintenance is due and produces a vehicle aging report by vehicle, which ranks vehicles by years and life miles. As part of Waukesha Metro's routine maintenance program, a mechanic inspects every bus before it begins service by checking belts, hoses, wiring, tires, and for fluid leaks. These activities help Waukesha Metro meet their goal of increasing the mileage between road calls and reduces the chance for breakdowns. Their manual also describes the maintenance procedures for buildings, purchasing and inventorying of parts, and the responsibilities for staff involved in the maintenance and operation of the transit system.

Waukesha Metro has been authorized through the City of Waukesha's Capital Improvement Program to replace two fixed route buses in both 2018 and 2019, retiring the oldest vehicles first (Model Year 2004 Gillig buses). In addition, they plan to replace five paratransit vehicles in 2020 and three fixed route buses in 2021 and will request authorization for these purchases in future Capital Improvement Programs.

The Waukesha County Transit System provides transit services through a contract with a private transit company who owns, operates and maintains the transit capital assets. As such, there are no transit maintenance procedures attributed to the Waukesha County Transit System.

City of West Bend Taxi Service

The City of West Bend has a Maintenance Plan that identifies goals, maintenance procedures, and maintenance schedules and forms. The fleet manager for the City of West Bend is FDS Enterprises and they have the overall responsibility for maintenance of the transit assets. The maintenance program adheres to a manufacturer minimum requirement and complies with applicable Federal and State maintenance requirements. The fleet manager performs daily pre- and post-trip inspections on every transit vehicle in service. Drivers also perform inspections using vehicle-specific checklists that reflect industry best practices. Maintenance and repair activities are tracked using CFA fleet management software. The City of West Bend fleet manager uses this software to establish a preventative maintenance schedule, monitor fleet expenses, and track vehicle performance. Maintenance staff also uses this software to document performed maintenance. Assets are disposed of utilizing the City's Asset Disposal Form, which requires approval from the City Administrator prior to disposal. The City of West Bend's 2018 adopted budget includes a goal of replacing aging and high mileage vehicles.

Western Kenosha County Transit

Western Kenosha County Transit utilizes two vehicles through a purchased service contract with the Kenosha Achievement Center, Inc. (KAC). KAC performs maintenance on the vehicles as documented in their *Vehicle and ADA Accessibility Maintenance Program*, including goals for overall equipment maintenance, responsibilities of key maintenance staff, and the preventive maintenance schedules. Vehicles are maintained on a schedule to ensure compliance with federal and state recommendations and requirements, including the disposal of vehicles.

As described in Chapter 4, Decision Support Tool, transit needs are prioritized based on the maximum TAM useful life benchmarks and each transit operators' condition assessments based on their documented maintenance procedures. This chapter provides the output from these two considerations. First, Table 5.1 lists the transit vehicle assets (revenue service vehicles and non-revenue service vehicles) that exceed the maximum TAM age-based useful life benchmark or the maximum TAM mileage-based useful life benchmark by asset class, as applicable. Based on this evaluation, 14 buses and three cutaway buses exceed the maximum TAM useful life benchmark based on their age. In addition, 13 cutaway buses and six minivans exceed the maximum TAM useful life benchmark based on their mileage. There are five non-revenue service vehicles that exceed the maximum TAM age-based useful life benchmark. The mileage-based useful life benchmark was not used in the evaluation of non-revenue service vehicles as they are not used to transport revenue passengers. The total replacement cost of all transit vehicle assets that exceed the maximum TAM age-based useful life benchmark or the mileage-based useful life benchmark is approximately \$8.2 million in 2018. Although not shown in Table 5.1, transit operators would plan to replace or modernize transit facilities if funds were reasonably available. However, the funding required for facility upgrades is not available at this time.

Second, each transit operator prioritizes transit asset needs through on-going preventative maintenance procedures, including regular inspections and tracking of assets. In addition to their maintenance procedures, transit operators request funding as needed in local Capital Improvement Programs and include projects within the four-year Regional Transportation Improvement Program (TIP) in order to be eligible for Federal capital or operating funding. Table 5.2 identifies the transit capital projects listed in the *Transportation Improvement Program for Southeastern Wisconsin: 2017-2020*, which is the most recently adopted TIP. This listing of projects indicate the transit capital priorities for each transit operator based on the estimated available funding. The TIP, which includes transit capital priorities, will be updated during the planning horizon of the Group TAM Plan in 2019 and 2021, respectively. The current sources of funding for transit capital projects within Southeastern Wisconsin include FTA Section 5339 Bus and Bus Facilities Program Funding, FTA Section 5307/5340 Urbanized Area Formula Funding, FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funding, Congestion Mitigation and Air Quality (CMAQ) Improvement Funding, Federal Highway Administration (FHWA) Surface Transportation Program funds, and local funding sources.

Transit operators in Southeastern Wisconsin are, and have been, making maximum use of all available FTA funds in order to maintain a state of good repair for revenue vehicles, equipment, and facilities. For example, some Federal highway funds have been flexed or transferred to public transit. Transit operators have used FHWA funds flexed to transit use for capital projects, including FHWA CMAQ funds, FHWA Surface Transportation Block Grant Program – Milwaukee Urbanized Area funds, and FHWA interstate cost estimate (ICE) funds. Until recently, Federal funding has been below historical levels, which makes it difficult to maintain the desired replacement of buses every 12 years. Additional transit funding challenges are a result of State transit funding not keeping pace with inflation, the limited ability to replace Federal and State funds with local property taxes due to tax levy caps, and restrictions on local government revenue sources established by the State. In summary, transit operators are maximizing the use of all available funds to maintain a state of good repair but are limited in the amount of funds available for transit capital.

5.1 CONCLUSION

This Group TAM Plan, sponsored by the Southeastern Wisconsin Regional Planning Commission and prepared in close coordination with eight Tier II transit operators in Southeastern Wisconsin, documents the asset inventories, condition assessments, maintenance procedures, and prioritized assets as required in the TAM regulations set forth in 49 CFR part 625. As provided in the Group TAM Plan, there are 44 revenue and

Table 5.1
Group TAM Plan Prioritized Transit Vehicle Assets

Asset Class ^a	Asset Number	Age (Years)	Vehicle Mileage ^b	Replacement Cost (\$) ^c	Applicable Age-Based Useful Life Benchmark (Years) ^d	Past Age Useful Life Benchmark	Applicable Mileage-Based Useful Life Benchmark (Miles) ^e	Past Mileage Useful Life Benchmark
Past Useful Benchmark – Years								
RYDE (City of Racine Transit System)								
(BU)	73	14	530,656	430,000	14	Yes	600,000	No
(BU)	74	14	498,194	430,000	14	Yes	600,000	No
(BU)	70	14	495,440	430,000	14	Yes	600,000	No
(BU)	67	14	494,059	430,000	14	Yes	600,000	No
(BU)	66	14	482,588	430,000	14	Yes	600,000	No
(BU)	75	14	481,426	430,000	14	Yes	600,000	No
(BU)	68	14	469,887	430,000	14	Yes	600,000	No
(BU)	71	14	450,014	430,000	14	Yes	600,000	No
(BU)	69	14	447,289	430,000	14	Yes	600,000	No
(BU)	72	14	432,103	430,000	14	Yes	600,000	No
(NR)	200	15	102,086	25,000	8	Yes	N/A	N/A
(NR)	600	8	12,878	60,000	8	Yes	N/A	N/A
(T)	300	21	70,696	26,000	8	Yes	N/A	N/A
(T)	500	9	6,004	80,000	8	Yes	N/A	N/A
City of Waukesha Metro Transit								
(BU)	147	14	505,213	430,000	14	Yes	600,000	No
(BU)	148	14	488,429	430,000	14	Yes	600,000	No
(BU)	142	14	476,220	430,000	14	Yes	600,000	No
(BU)	145	14	464,138	430,000	14	Yes	600,000	No
(CU)	149	11	218,802	254,000	10	Yes	200,000	Yes
(CU)	150	11	187,918	254,000	10	Yes	200,000	Yes
(CU)	151	11	214,516	254,000	10	Yes	200,000	Yes
(NR)	409	8	77,095	23,000	8	Yes	N/A	N/A
(NR)	410	8	53,892	24,000	8	Yes	N/A	N/A
(NR)	408	10	64,023	32,000	8	Yes	N/A	N/A
Past Useful Benchmark – Miles								
Ozaukee County Transit System								
(CB)	130	7	350,671	54,000	10	No	200,000	Yes
(CB)	133	7	299,878	54,000	10	No	200,000	Yes
(CB)	134	6	261,688	57,000	10	No	200,000	Yes
(MV)	136	4	231,716	37,000	8	No	175,000	Yes
(MV)	138	4	228,488	37,000	8	No	175,000	Yes
(MV)	137	4	221,952	37,000	8	No	175,000	Yes
Washington County Transit System								
(CB)	641	5	266,183	54,000	10	No	200,000	Yes
(CB)	639	5	232,691	54,000	10	No	200,000	Yes
(CB)	644	5	230,946	54,000	10	No	200,000	Yes
(CB)	633	6	223,919	54,000	10	No	200,000	Yes
(CB)	637	6	218,533	54,000	10	No	200,000	Yes
(MV)	643	5	227,302	37,000	8	No	175,000	Yes
(MV)	650	3	202,496	37,000	8	No	175,000	Yes
(MV)	652	3	186,890	37,000	8	No	175,000	Yes
(MV)	653	3	175,486	37,000	8	No	175,000	Yes
City of Waukesha Metro Transit								
(CU)	149	11	218,802	254,000	10	Yes	200,000	Yes
(CU)	150	11	187,918	254,000	10	Yes	200,000	Yes
(CU)	151	11	214,516	254,000	10	Yes	200,000	Yes
City of West Bend Taxi Service								
(CB)	84	8	230,986	54,000	10	No	200,000	Yes
Western Kenosha County Transit								
(CB)	119	7	246,075	54,000	10	No	200,000	Yes

Table continued on next page.

Table 5.1 (Continued)

^a Asset Class is defined as:

(BU) – Bus	(CU) – Cutaway Bus
(MV) – Mini-Van	(NR) – Non Revenue/Service Automobile
(T) – Service Truck	

^b Odometer reading as of June 2018.

^c The replacement cost of buses were based on the most recent purchase prices; minivans and automobiles that are not wheelchair accessible were also based on the most recent purchase prices; and wheelchair accessible cutaway and minivan costs were based on the Wisconsin Department of Transportation's Section 5310 Application Guidelines for Vehicle Capital, Appendix C: Anticipated Vehicle Description and Costs.

^d Maximum useful life benchmarks set by FTA in the Default Useful Life Benchmark Cheat Sheet and the 2017 Asset Inventory Module Reporting Manual, page 35.

^e Maximum mileage useful life benchmarks developed in coordination with the participating transit operators and based on local operating environments, historical maintenance records, and manufacturer guidelines.

Source: RYDE (City of Racine Transit System), Ozaukee County Transit System, Washington County Transit System, Waukesha Metro Transit, Waukesha County Transit System, Western Kenosha County Transit, Harford City Taxi, City of West Bend Taxi Service, and SEWRPC

non-revenue service vehicles in need of replacement, at a cost of approximately \$8.2 million in 2018. Transit operators in Southeastern Wisconsin will continue to utilize every opportunity to maintain a state of good repair through on-going preventative maintenance procedures and tracking regular inspections of transit assets. In addition, the transit operators will continue to utilize useful life benchmarks to prioritize critical needs, apply for transit capital funding as appropriate, and include their transit funding priorities within the local Capital Improvement Programs and Regional TIP.

Table 5.2
Transit Capital Projects in the Transportation Improvement Program: 2017-2020

TIP Project Number	Project Summary	Funding Source ^a	Total Cost 2017 (\$)	Total Cost 2018 (\$)	Total Cost 2019 (\$)	Total Cost 2020 (\$)
Revenue Vehicles						
Hartford City Taxi Service						
216 ^c	Purchase of replacement vehicles	FTA 5339	41,500	--	41,500	--
Ozaukee County Transit System						
187	Purchase of replacement vehicles in 2017, 2018, 2019, and 2020	FTA 5339 and FTA 5307	175,000	175,000	175,000	175,000
RYDE (City of Racine Transit System)						
367 ^c	Replacement of 10 buses	FTA 5339	--	1,866,600	2,000,000	1,100,000
369 ^d	Purchase of 3 paratransit vehicles	FTA 5339	--	195,000	--	--
Washington County Transit System						
210	Purchase of 3 mini-vans, 3 mini-buses in 2019; and 3 mini-vans and 3 mini-buses in 2020	FTA 5339	250,500	253,500	253,500	256,500
211	Purchase of 1 mini-bus in 2017, 2018, 2019, and 2020	FTA 5339	45,900	46,700	47,600	48,600
212 ^b	Purchase of 1 mini-van in 2017, 2018, 2019, and 2020	FTA 5339	10,800	11,000	11,300	11,500
City of Waukesha Metro Transit						
283 ^c	Purchase of 2 replacement 35-foot buses	FTA 5307	1,010,000	--	--	--
284	Purchase of 2 replacement buses	CMAQ	--	1,290,000	--	--
285	Replacement of 5 paratransit vehicles	CMAQ	--	1,000,000	--	--
City of West Bend Taxi Service						
221 ^b	Purchase of replacement vehicles	FTA 5339	142,000	142,000	71,000	48,000
Western Kenosha County Transit						
320	Replacement of 1 vehicle in 2017 and 4 vehicles in 2018	FTA 5310	45,100	198,800	--	--
Preventative Maintenance and Equipment						
Ozaukee County Transit System						
186	Capital costs of maintenance for the Ozaukee County Express bus and preventative maintenance for the Shared-Ride Taxi service	FTA 5307	1,280,000	1,290,000	1,301,900	1,313,900
RYDE (City of Racine Transit System)						
365	Replace aging transit maintenance equipment	FTA 5339	--	42,000	42,000	42,000
City of Waukesha Metro Transit						
370 ^c	Replacement of supervisory van	FTA 5339	--	36,000	--	--
282	Capital maintenance	FTA 5307	548,000	548,000	548,000	548,000
288	Tire lease	FTA 5307	37,000	37,000	37,000	37,000
290	Replacement of service vehicle	FTA 5339	--	70,000	--	--
291	Replacement of supervisor van	FTA 5339	--	--	--	30,000
292	Replacement of tire changer	FTA 5339	--	20,000	--	--

Note: Source of funds is defined as:

FTA 5339: FTA Section 5339 Funds—Bus and Bus Facilities Formula Program

FTA 5307: FTA Section 5307 Funds—Urban Formula Program

FTA 5310: FTA Section 5310 Funds—Elderly and Person with Disabilities Program

CMAQ: Congestion Mitigation and Air Quality Improvement Funds

^a All project funding sources also include local funding.

^b The Federal Transit Administration (FTA) Section 5339-Bus and Bus Facilities program funding approved for this project was transferred by WisDOT to the FTA Section 5307 program. However, the funding requirements and limitations of the FTA 5339 program remain.

^c Project is included for informational purposes, as it may potentially be funded with discretionary Federal Transit Administration (FTA) Section 5339-Bus and Bus Facilities funds made available by WisDOT for transit capital projects in urbanized areas statewide, and is not included in the assessment of available funding. The project will be added to the transportation improvement program should it be awarded by WisDOT for FTA 5339 funds.

^d Includes the purchase of three replacement paratransit buses in 2018 as requested for inclusion in the draft 2019-2022 TIP

Source: A Transportation Improvement Program for Southeastern Wisconsin: 2017-2020, SEWRPC, November 2016