

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



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MEMORANDUM REPORT
NUMBER 284

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

Prepared by the
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The preparation of this publication was financed in part through planning funds provided by the Wisconsin Department of Transportation and the U.S. Department of Transportation, Federal Highway and Federal Transit Administrations. The contents of this report do not necessarily reflect the official views or policy of the Wisconsin Department of Transportation and the U.S. Department of Transportation.



U.S. Department of Transportation
Federal Highway Administration



October 2026

APPROVAL OF GROUP TRANSIT ASSET MANAGEMENT PLAN: 2026-2029

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. Each transit operators' Accountable Executive shall continue to 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.

RYDE RACINE

By  Date 9/17/26
Trevor Jung
Transit & Mobility Director, RYDE Racine

CITY OF WAUKESHA METRO TRANSIT AND THE WAUKESHA COUNTY TRANSIT SYSTEM

By  Date 9/17/26
Brian Engelking
Transit Manager, Waukesha Metro Transit

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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 or Commission) has sponsored and prepared this Group Transit Asset Management (TAM) Plan for the two 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 2026 through 2029. 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 December 31, 2025. Updates to the inventory, condition assessment, and prioritizations have been submitted annually and will continue to be developed during the next four-year planning period. Specifically, as part of the annual reporting requirements set forth in Section 625.53, transit operators will continue to update their annual condition assessment report. In addition, Commission staff will continue to submit an annual data report to FTA's National Transit Database and an annual narrative report pursuant Section 625.55 on behalf of the transit operators participating in this Group TAM Plan. 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.

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 Commission is the federally designated Metropolitan Planning Organization (MPO) for Southeastern Wisconsin. Through this role, the Commission ensures that all transportation planning and programming requirements are met through a comprehensive, cooperative, and continuing planning process. SEWRPC Planning Report No. 55, *VISION 2050: A Regional Land Use and Transportation Plan*, July 2017 and updated in 2020 and 2024, recommends a long-range vision for land 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.

Table 1.1
Group TAM Plan Participating Transit Operators and Accountable Executives: 2026

Transit Operator	Accountable Executive	Title
RYDE Racine	Trevor Jung	Transit & Mobility Director
City of Waukesha Metro Transit and Waukesha County Transit System	Brian Engelking	Transit Manager

Source: SEWRPC

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 completed coordinated transit plans for the City of Waukesha and Waukesha County in 2023. A TDP was completed for Racine County in 2013 and the Commission is planning to conduct a study of transit options for western Racine County in 2027. Commission staff are assisting the City of Racine and partners in the Milwaukee Area-Racine-Kenosha (MARK) Rail Study, which would reintroduce passenger rail service in the Union Pacific corridor between Kenosha and Milwaukee. 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 update was developed through close coordination with the two participating transit operators, as well as through the annual narrative reporting process. The coordination process for the Group TAM Plan began in 2018 and continues with annual updates submitted by each participating transit operator.

The Tier I operators in the region, including the Milwaukee County Transit System, City of Milwaukee Streetcar, and Kenosha Area Transit prepared separate TAM Plans. Commission staff completed the asset inventory and applied the age and customized mileage useful life benchmarks to finalize 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.¹ 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 over 90 percent of the replacement value of the publicly owned transit fleets within the Milwaukee urbanized area. As confirmed by MCTS in May 2022, no changes were anticipated to their transit asset management targets. Therefore, no changes were made to the regional TAM targets as part of this updated TAM Plan. The final TAM Targets for Southeastern Wisconsin were transmitted to the Wisconsin Department of Transportation (WisDOT) on July 10, 2017.

The Commission has fulfilled the requirements of the Moving Ahead for Progress in the 21st Century (MAP-21) and 49 CFR part 625 in relation to TAM target setting. In June 2018, the Commission amended VISION 2050—the year 2050 regional land use and transportation plan—documenting the regionwide TAM targets.

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.

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

In December 2024, The Commission adopted the Transportation Improvement Program (TIP) for Southeastern Wisconsin 2025-2028, which included a description of how the programmed projects promote the achievement of the TAM targets in Element 4. The \$237 million programmed for implementing capital-related transit preservation projects² (such as vehicle capitalized maintenance and replacement projects and facility repair and upgrade projects) within the four-year period of the TIP are expected to contribute to the achievement of these targets. The capital-related transit preservation projects programmed in the TIP were provided by transit operators based on their processes for monitoring the condition of their vehicles and facilities and prioritizing their maintenance and replacement (given the level of available funding).

² The 2025-2028 TIP includes \$786 million programmed for transit operation and capital projects, with \$549 million, or 70 percent, for operating-related projects and \$237 million, or 30 percent, is for capital-related projects.

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. The City of Waukesha and the City of Racine both own, operate, and manage their transit capital assets. 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 December 2025. The "replacement costs" shown in Table 2.1 were determined based on budgeted amounts in the Transportation Improvement Program.

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
RYDE Racine							
Buses							
01	GILLIG	35' Low Floor Bus	1	15GGB2712D1181596	2013	482,134	740,000
67	GILLIG	35' Low Floor Bus	1	15GGB291841074583	2004	609,799	740,000
76	GILLIG	35' Low Floor Bus	1	15GGB271691079708	2009	486,262	740,000
77	GILLIG	35' Low Floor Bus	1	15GGB271691079709	2009	548,031	740,000
78	GILLIG	35' Low Floor Bus	1	15GGB271691079710	2009	485,867	740,000
79	GILLIG	35' Low Floor Bus	1	15GGB2710B118772	2011	559,735	740,000
80	GILLIG	35' Low Floor Bus	1	15GGB2712B118773	2011	508,006	740,000
81	GILLIG	35' Low Floor Bus	1	15GGB2714B118774	2011	577,653	740,000
82	GILLIG	35' Low Floor Bus	1	15GGB2716B118775	2011	493,414	740,000
83	GILLIG	35' Low Floor Bus	1	15GGB2718B118776	2011	489,909	740,000
84	GILLIG	35' Low Floor Bus	1	15GGB2717C1180510	2012	444,359	740,000
85	GILLIG	35' Low Floor Bus	1	15GGB2719C1180511	2012	461,981	740,000
86	GILLIG	35' Low Floor Bus	1	15GGB2710C1180512	2012	438,709	740,000
87	GILLIG	35' Low Floor Bus	1	15GGB2714D1181583	2013	481,696	740,000
88	GILLIG	35' Low Floor Bus	1	15GGB2716D1181584	2013	502,475	740,000
89	GILLIG	35' Low Floor Bus	1	15GGB2718D1181585	2013	481,044	740,000
90	GILLIG	35' Low Floor Bus	1	15GGB271XD1181586	2013	447,797	740,000
91	GILLIG	35' Low Floor Bus	1	15GGB2711D1181587	2013	494,858	740,000
92	GILLIG	35' Low Floor Bus	1	15GGB2713D1181588	2013	459,726	740,000
93	GILLIG	35' Low Floor Bus	1	15GGB2715D1181589	2013	490,585	740,000
94	GILLIG	35' Low Floor Bus	1	15GGB2711D1181590	2013	433,158	740,000
95	GILLIG	35' Low Floor Bus	1	15GGB2713D1181591	2013	469,875	740,000
96	GILLIG	35' Low Floor Bus	1	15GGB2715D1181592	2013	485,091	740,000
97	GILLIG	35' Low Floor Bus	1	15GGB2717D1181593	2013	465,146	740,000
98	GILLIG	35' Low Floor Bus	1	15GGB2719D1181594	2013	426,075	740,000
99	GILLIG	35' Low Floor Bus	1	15GGB2710D1181595	2013	384,104	740,000
102	GILLIG	35' Low Floor Bus	1	15GGB2710M3195324	2021	119,023	740,000
103	GILLIG	35' Low Floor Bus	1	15GGB2712M3195325	2021	125,211	740,000
104	GILLIG	35' Low Floor Bus	1	15GGB2714M3196217	2021	140,062	740,000
107	Proterra	BEB	1	7JZTG13J1MS000510	2021	40,731	1,200,000
109	Proterra	BEB	1	7JZTG13J5MS000512	2021	42,332	1,200,000
110	Proterra	BEB	1	7JZTG13J7MS000513	2021	39,495	1,200,000
112	Proterra	BEB	1	7JZTG13J0MS000515	2021	37,952	1,200,000
113	Proterra	BEB	1	7JZTG13J2MS000516	2021	45,241	1,200,000
114	Proterra	BEB	1	7JZTG13J4MS000517	2021	43,515	1,200,000
Cutaway Buses							
219	Ford	E450 Medium Duty	1	1FDFE4FS5JDC16587	2018	90,157	200,000
220	Ford	E450 Medium Duty	1	1FDFE4FS9JDC16589	2018	66,223	200,000
221	Ford	Forest River Bus	1	1FDFE4FN8RDD34722	2024	17,284	200,000
222	Ford	Forest River Bus	1	1FDFE4FN8RDD34929	2024	16,418	200,000
223	Ford	Forest River Bus	1	1FDFE4FN7RDD34792	2024	16,790	200,000
224	Ford	Forest River Bus	1	1FDFE4FN9RDD35152	2024	19,262	200,000
225	Ford	Forest River Bus	1	1FDFE4FN7SDD38220	2025	3,416	200,000
226	Ford	Forest River Bus	1	1FDFE4FN6SDD38399	2025	4,588	200,000
227	Ford	Forest River Bus	1	1FDFE4FN1SDD38567	2025	4,305	200,000

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 Waukesha Metro Transit							
Buses							
159	Gillig	Low Floor 35 ft	1	15GGB2713F1184574	2015	343,325	660,000
160	Gillig	Low Floor 35 ft	1	15GGB2713F1184575	2015	344,458	660,000
161	Gillig	Low Floor 35 ft	1	15GGB2713F1184576	2015	349,458	660,000
162	New Flyer of America	Excelsior XD35	1	5FYD8KV11FB047865	2015	362,330	660,000
163	New Flyer of America	Excelsior XD35	1	5FYD8KV13FB047866	2015	364,853	660,000
164	New Flyer of America	Excelsior XD35	1	5FYD8KV15FB047867	2015	356,944	660,000
165	New Flyer of America	Excelsior XD35	1	5FYD8KV17FB047868	2015	369,136	660,000
166	New Flyer of America	Excelsior XD35	1	5FYD8KV19FB047869	2015	365,348	660,000
167	New Flyer of America	Excelsior XD35	1	5FYD8KV10GC048811	2016	355,455	660,000
168	New Flyer of America	Excelsior XD35	1	5FYD8KV12GC048812	2016	361,874	660,000
169	New Flyer of America	Excelsior XD35	1	5FYD8KV14GC048813	2016	339,211	660,000
170	New Flyer of America	Excelsior XD35	1	5FYD8KV12GB050646	2017	331,223	660,000
171	New Flyer of America	Excelsior XD35	1	5FYD8KV12GB050647	2017	330,867	660,000
172	Gillig	Low Floor 35 ft	1	15GGB2719J188710	2018	251,043	660,000
173	Gillig	Low Floor 35 ft	1	15GGB2710J188711	2018	258,608	660,000
174	Gillig	Low Floor 35 ft	1	15GGB2712K3193166	2019	252,641	660,000
175	Gillig	Low Floor 35 ft	1	15GGB2714K3193167	2019	258,312	660,000
176	Gillig	Low Floor 35 ft	1	15GGB2719M3195371	2021	193,185	660,000
177	Gillig	Low Floor 35 ft	1	15GGB2710M3915372	2021	193,462	660,000
178	Gillig	Low Floor 35 ft	1	15GGB2714N3195991	2022	159,453	660,000
179	Gillig	Low Floor 35 ft	1	15GGB2710P3198759	2023	129,292	660,000
180	Gillig	Low Floor 35 ft	1	15GGB2717P3198760	2023	128,256	660,000
181	Gillig	Low Floor 35 ft	1	15GGB2719P3198761	2023	124,675	660,000
700	Ford	Transit	1	1FBU4XM7KKB85220	2019	35,504	58,000
701	Ford	Transit	1	1FBVU5XG0LKB74481	2020	37,409	68,000
702	Arboc	Express	1	1HA6GUBB0LN003625	2020	81,354	138,000
703	Arboc	Express	1	1HA6GUBB9LN003641	2020	89,467	138,000
704	Arboc	Express	1	1HA6GUBB2LN003674	2020	81,885	138,000

^a Odometer reading as of December 2025.

^b The base bus replacement costs from the WisDOT Heavy Duty Bus Price Sheet, January 2026, wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/procure-hdb.aspx, and supplemented with recent costs from RYDE and Waukesha Metro.

Source: RYDE Racine, Waukesha Metro Transit, Waukesha County Transit System, 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 Racine								
(NR)	Vehicle 101, Staff Van	Dodge	Caravan	1	2G4RDGBG3HR647492	2017	17,618	25,000
(NR)	Vehicle 201	Ford	E150 Passenger Van	1	1FMRE11L03HB97731	2018	69,105	25,000
(T)	Vehicle 300	Chevy	Maintenance Support Truck	1	1GBJC34FXVF044141	1997	105,758	26,000
(T)	Vehicle 500, Snow Plow	Ford	Truck	1	1FDWFF3HRS5AEA21939	2010	9,338	80,000
(NR)	Vehicle 600	Ford	F350 Truck	1	1FDRF3HT08EB42064	2010	23,441	60,000
(NR)	Relief Vehicle 302	Ford	Expedition	1	N/A	2010	214,240	80,000
(NR)	Service Vehicle 303	N/A	N/A	1	N/A	2025	N/A	80,000
(M)	Fuel and wash bay	N/A	N/A	1	N/A	1977	N/A	397,000
(M)	Fork Lift	Komatsu	N/A	1	N/A	1995	N/A	27,000
(M)	SEFAC Wheel Lift	N/A	N/A	1	N/A	2009	N/A	27,000
(M)	SEFAC Wheel Lift	N/A	N/A	2	N/A	2017	N/A	27,000
(M)	Hydraulic Bushing Press	N/A	N/A	1	N/A	1990	N/A	3,000
(M)	Ride-on Floor Sweeper	N/A	N/A	1	N/A	1998	N/A	28,000
(M)	CAD/AVL System	TransitMaster	N/A	1	N/A	2004	N/A	350,000
(SS)	Bus Surveillance System	N/A	N/A	25	N/A	2009	N/A	37,500
(SS)	Facility Surveillance System	N/A	N/A	1	N/A	2010	N/A	25,000
(M)	In-ground Hoist	N/A	N/A	1	N/A	2019	N/A	150,000
(M)	Bus wash brush	N/A	N/A	1	N/A	2013	N/A	150,000
(M)	Pressure Washers	Hotzy	N/A	2	N/A	2016	N/A	2,500
(M)	A/C Recovery Unit	N/A	N/A	1	N/A	2017	N/A	7,000
City of Waukesha Metro Transit								
(NR)	Service truck, Mobile 2	Ford	F-250	1	1FT7X2B3PED41126	2023	7,903	60,000
(NR)	Admin Vehicle, Mobile 5	Ford	Explorer	1	1FMSK8BH3NGA54634	2022	13,517	60,000
(NR)	Driver Van, Mobile 4	Ford	Transit Connect	1	1FBAX9C81RKA04862	2024	15,389	40,000
(NR)	Service Truck, Mobile 3	Ford	F-350	1	1FT8X4BT7KEE89090	2019	11,236	57,000
(WS)	Roll Over Gantry Bus Washer	N/A	Rollover Bus Washer	1	N/A	2010	N/A	84,705
(WS)	Pressure Washer Trailer	Hydro Tek Systems	T500 Pressure Washer and Trailer Combination	1	1H9CSC277B1120418	2011	N/A	12,526

^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 December 2025.

Source: RYDE Racine, Waukesha Metro Transit, Waukesha County Transit System, and SEWRPC

Table 2.3
Facilities Inventory

Asset Class^a	Asset Name	Count	Location	Acquisition Year	Replacement Cost (\$)
RYDE Racine					
(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	1977	397,000
(A)	Administration Office Building	1	1900 Kentucky Street	2010	1,057,000
(P)	Surface Parking at Transit Center	1	1409 State Street	2004	N/A
(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
(TC)	Downtown Terminal	1	212 E. St. Paul Avenue	2004	8,032,800

^a Asset Class is defined as:

- (A) – Administration
- (M) – Maintenance
- (P) – Parking
- (TC) – Transit Center

Source: RYDE Racine, Waukesha Metro Transit, Waukesha County Transit System, 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, utilizing their input from individual meetings, analyses of transit asset condition, and on-going 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. In addition, 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 age, and approximately two percent of revenue vehicles are past their useful life benchmark for mileage. Nine buses (approximately 15 percent) are beyond the age benchmark and one bus is beyond the mileage benchmark. There are no cutaways, minivans, or automobiles that exceed either the age or mileage benchmark. 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 trucks and other rubber tire vehicles exceed the benchmark based on age with three (approximately 75 percent) 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. 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. Five of the facilities have been assigned a condition rating of three or less on the TERM scale, including RYDE Racine's maintenance shop, bus storage garage, fuel and wash bay, parking lots, and Transit Center. In 2023, the RYDE Racine replaced the shop area, transit facility apron, and parking lot. In addition, the RYDE Racine reconstructed the dispatch offices, drivers' room, and storage area to improve functionality, address structural issues, and comply with the American with Disabilities Act. Waukesha Metro's facilities are both rated as 4 and therefore are in a state of good repair.

Table 3.1
Minimum and Maximum Useful Life Benchmarks

Vehicle Type	Length	Age (Years)	
		FTA Circular 5010.1E ULB (Minimum) ^a	TAM Plan ULB (Maximum) ^b
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	12	14
Small size, heavy-duty transit buses	30 feet	10	14
Medium-size, medium duty transit buses	25 feet to 35 feet	7	10
Medium-size, light-duty transit buses	25 feet to 35 feet	5	10
Trolleys			
A fixed guideway steel-wheeled "trolley" (streetcar or other light rail vehicle)	N/A	25	31
A fixed guideway electric trolley-bus with rubber tires obtaining power from overhead catenary	N/A	15	13
Simulated trolleys, with rubber tires and internal combustion engine (often termed "trolley-replica buses")	N/A	15	13
Light Duty Vehicles			
Other light-duty vehicles used as equipment and to transport passengers (revenue service), such as cutaways, regular and specialized vans, sedans, and light-duty buses including all bus models exempt from testing in the current 40 CFR part 665	16 feet to 28 feet	4	8

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

^b Maximum useful life benchmarks set by FTA in the Default Useful Life Benchmark Cheat Sheet and the National Transit Database Policy Manual, Revenue Vehicle Default Useful Life Benchmarks. The maximum ULBs are provided for years of service only.

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 (\$) ^a	Past Age ULB		Page Mileage ULB ^b		Rated Below 3 on Condition Reporting System	
					Number	Percent	Number	Percent	Number	Percent
Bus	58	9.4	342,885	830,690	9	14.5	1	1.6	N/A	N/A
Cutaway Bus	13	3.3	96,495	179,538	0	0	0	0	N/A	N/A
Minivan	0	0	0	N/A	0	0	0	0	N/A	N/A
Automobile	2	5.5	364,56.5	63,000	0	0	0	0	N/A	N/A
Revenue Vehicles Summary	73	18	475,837	1,073,228	9	11.7	1	1.3	N/A	N/A
Non-Revenue Service Vehicle	7	6.0	22,601	68,571	1	14.3	N/A	N/A	N/A	N/A
Trucks and Other Rubber Tire Vehicles	4	14.5	109,779	53,000	3	75.0	N/A	N/A	N/A	N/A
Equipment Over \$50,000	5	20.4	N/A	226,341	N/A	N/A	N/A	N/A	N/A	N/A
Equipment Summary	16	42	66,190	82,591	4	0.4	N/A	N/A	N/A	N/A
Administration Facilities	3	14.3	N/A	4,272,933	N/A	N/A	N/A	N/A	1	0.3
Maintenance Facilities	3	45.3	N/A	1,545,000	N/A	N/A	N/A	N/A	0	0
Facilities Summary	6	30							1	0.2

^a The base bus replacement costs from the WisDOT Heavy Duty Bus Price Sheet, January 2026, wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/procure-hdb.aspx, and supplemented with recent costs from RYDE Racine and Waukesha Metro.

^b 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 Racine, Waukesha Metro, and SEWRPC

Table 3.3
Revenue Vehicles Condition Assessment

Asset Name and 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 Racine Buses								
Racine, Vehicle 01	15GGB2712D1181596	12	482,134	740,000	14	No	600,000	No
Racine, Vehicle 67	15GGB291841074583	21	609,799	740,000	14	Yes	600,000	Yes
Racine, Vehicle 77	15GGB271691079709	16	548,031	740,000	14	Yes	600,000	No
Racine, Vehicle 76	15GGB271691079708	16	486,262	740,000	14	Yes	600,000	No
Racine, Vehicle 78	15GGB271691079710	16	485,867	740,000	14	Yes	600,000	No
Racine, Vehicle 79	15GGB2710B178772	14	559,735	740,000	14	Yes	600,000	No
Racine, Vehicle 80	15GGB2712B1178773	14	508,006	740,000	14	Yes	600,000	No
Racine, Vehicle 81	15GGB2714B1178774	14	577,653	740,000	14	Yes	600,000	No
Racine, Vehicle 82	15GGB2716B118775	14	493,414	740,000	14	Yes	600,000	No
Racine, Vehicle 83	15GGB2718B118776	14	489,909	740,000	14	Yes	600,000	No
Racine, Vehicle 84	15GGB2717C1180510	13	444,359	740,000	14	No	600,000	No
Racine, Vehicle 85	15GGB2719C1180511	13	461,981	740,000	14	No	600,000	No
Racine, Vehicle 86	15GGB2710C1180512	13	438,709	740,000	14	No	600,000	No
Racine, Vehicle 87	15GGB2714D1181583	12	481,696	740,000	14	No	600,000	No
Racine, Vehicle 88	15GGB2716D1181584	12	502,475	740,000	14	No	600,000	No
Racine, Vehicle 89	15GGB2718D1181585	12	481,044	740,000	14	No	600,000	No
Racine, Vehicle 90	15GGB271XD1181586	12	447,797	740,000	14	No	600,000	No
Racine, Vehicle 91	15GGB2711D1181587	12	494,858	740,000	14	No	600,000	No
Racine, Vehicle 92	15GGB2713D1181588	12	459,726	740,000	14	No	600,000	No
Racine, Vehicle 93	15GGB2715D1181589	12	490,585	740,000	14	No	600,000	No
Racine, Vehicle 94	15GGB2711D1181590	12	433,158	740,000	14	No	600,000	No
Racine, Vehicle 95	15GGB2713D1181591	12	469,875	740,000	14	No	600,000	No
Racine, Vehicle 96	15GGB2715D1181592	12	485,091	740,000	14	No	600,000	No
Racine, Vehicle 97	15GGB2717D1181593	12	465,146	740,000	14	No	600,000	No
Racine, Vehicle 98	15GGB2719D1181594	12	426,075	740,000	14	No	600,000	No
Racine, Vehicle 99	15GGB2710D1181595	12	384,104	740,000	14	No	600,000	No
Racine, Vehicle 102	15GGB2710M3195324	4	119,023	740,000	14	No	600,000	No
Racine, Vehicle 103	15GGB2712M3195325	4	125,211	740,000	14	No	600,000	No
Racine, Vehicle 104	15GGB2714M3196217	4	140,062	740,000	14	No	600,000	No
Racine Bus 107	7JZTG13J1MS000510	4	40,731	1,200,000	14	No	600,000	No
Racine Bus 109	7JZTG13J5MS000512	4	42,332	1,200,000	14	No	600,000	No
Racine Bus 110	7JZTG13J7MS000513	4	39,495	1,200,000	14	No	600,000	No

Table continued on next page.

Table 3.3 (Continued)

Asset Name and 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 Racine (continued)								
Buses (continued)								
Racine Bus 112	7JZTG13J0MS000515	4	37,952	1,200,000	14	No	600,000	No
Racine Bus 113	7JZTG13J2MS000516	4	45,241	1,200,000	14	No	600,000	No
Racine Bus 114	7JZTG13J4MS000517	4	43,515	1,200,000	14	No	600,000	No
Cutaway Buses								
Racine, Vehicle 219	1FDFE4FS5JDC16587	7	122,977	138,000	10	No	200,000	No
Racine, Vehicle 220	1FDFE4FS9JDC16589	7	125,956	138,000	10	No	200,000	No
Racine, Vehicle 221	1FDFE4FN8RDD34722	1	17,284	138,000	10	No	200,000	No
Racine, Vehicle 222	1FDFE4FN8RDD34929	1	16,418	138,000	10	No	200,000	No
Racine, Vehicle 223	1FDFE4FN7RDD34792	1	16,790	138,000	10	No	200,000	No
Racine, Vehicle 224	1FDFE4FN9RDD35152	1	19,262	138,000	10	No	200,000	No
Racine, Vehicle 225	1FDFE4FN7SDD38220	0	3,416	138,000	10	No	200,000	No
Racine, Vehicle 226	1FDFE4FN6SDD38399	0	4,588	138,000	10	No	200,000	No
Racine, Vehicle 227	1FDFE4FN1SDD38567	0	4,305	138,000	10	No	200,000	No
City of Waukesha Metro Transit Buses								
Waukesha 159	15GGB2713F1184574	10	343,325	660,000	14	No	600,000	No
Waukesha 160	15GGB2713F1184575	10	344,458	660,000	14	No	600,000	No
Waukesha 161	15GGB2713F1184576	10	349,458	660,000	14	No	600,000	No
Waukesha 162	5FYD8KV11FB047865	10	362,330	660,000	14	No	600,000	No
Waukesha 163	5FYD8KV13FB047866	10	364,853	660,000	14	No	600,000	No
Waukesha 164	5FYD8KV15FB047867	10	356,944	660,000	14	No	600,000	No
Waukesha 165	5FYD8KV17FB047868	10	369,136	660,000	14	No	600,000	No
Waukesha 166	5FYD8KV19FB047869	10	365,348	660,000	14	No	600,000	No
Waukesha 167	5FYD8KV10GC048811	9	355,455	660,000	14	No	600,000	No
Waukesha 168	5FYD8KV12GC048812	9	361,874	660,000	14	No	600,000	No
Waukesha 169	5FYD8KV14GC048813	9	339,211	660,000	14	No	600,000	No
Waukesha 170	5FYD8KV12GB050646	8	331,223	660,000	14	No	600,000	No
Waukesha 171	5FYD8KV12GB050647	8	330,867	660,000	14	No	600,000	No
Waukesha 172	15GGB2719J188710	7	251,043	660,000	14	No	600,000	No
Waukesha 173	15GGB2710J188711	7	258,608	660,000	14	No	600,000	No
Waukesha 174	15GGB2712K3193166	6	252,641	660,000	14	No	600,000	No
Waukesha 175	15GGB2714K3193167	6	258,312	660,000	14	No	600,000	No

Table continued on next page.

Table 3.3 (Continued)

Asset Name and 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 Waukesha Metro Transit (continued)								
Buses (continued)								
Waukesha 176	15GGB2719M3195371	4	193,185	660,000	14	No	600,000	No
Waukesha Bus 177	15GGB2710M3915372	4	193,462	660,000	14	No	600,000	No
Waukesha Bus 178	15GGB2714N3195991	3	159,453	660,000	14	No	600,000	No
Waukesha 179	15GGB2710P3198759	2	129,292	660,000	14	No	600,000	No
Waukesha 180	15GGB2717P3198760	2	128,256	660,000	14	No	600,000	No
Waukesha 181	15GGB2719P3198761	2	124,675	660,000	14	No	600,000	No
Cutaway Buses								
Waukesha 702	1HA6GUBB0LN003625	5	81,354	138,000	10	No	138,000	No
Waukesha 703	1HA6GUBB9LN003641	5	89,467	138,000	10	No	138,000	No
Waukesha 704	1HA6GUBB2LN003674	5	81,885	138,000	10	No	138,000	No
Waukesha 705	1HA6GUBB8LN003842	5	90,685	138,000	10	No	138,000	No
Automobiles								
Waukesha 700	1FBU4XM7KK85220	6	35,504	58,000	8	No	200,000	No
Waukesha 701	1FBVU5XG0LKB74481	5	37,409	68,000	8	No	200,000	No

Note: RYDE Racine reported to the National Transit Database that 3 battery electric buses were no longer in service at the end of 2024. RYDE Racine is coordinating with FTA to retire the current battery electric buses early and purchase replacements.

^a Odometer reading as of December 2025.

^b The base bus replacement costs from the WisDOT Heavy Duty Bus Price Sheet, January 2026, wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/procure-hdb.aspx, and supplemented with recent costs from RYDE and Waukesha Metro.

^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 Racine, Waukesha Metro Transit, Waukesha County Transit System, 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 Racine								
(M)	Racine In-ground Hoist	1	N/A	6	N/A	150,000	N/A	N/A
(M)	Racine A/C Recovery Unit	1	N/A	8	N/A	7,000	N/A	N/A
(M)	Racine SEFAC Wheel Lift	1	N/A	8	N/A	27,000	N/A	N/A
(M)	Racine Pressure Washers	2	N/A	9	N/A	2,500	N/A	N/A
(M)	Racine Bus wash brush	1	N/A	12	N/A	150,000	N/A	N/A
(M)	Racine SEFAC Wheel Lift	2	N/A	16	N/A	27,000	N/A	N/A
(M)	Racine CAD/AVL System	1	N/A	21	N/A	350,000	N/A	N/A
(M)	Racine Ride-on Floor Sweeper	1	N/A	27	N/A	28,000	N/A	N/A
(M)	Racine Fork Lift	1	N/A	30	N/A	27,000	N/A	N/A
(M)	Racine Hydraulic Bushing Press	1	N/A	35	N/A	3,000	N/A	N/A
(M)	City of Racine Fuel and wash bay	1	N/A	48	N/A	397,000	N/A	N/A
(SS)	Racine Facility Surveillance System	1	N/A	15	N/A	25,000	N/A	N/A
(SS)	Racine Bus Surveillance System	25	N/A	16	N/A	37,500	N/A	N/A
(NR)	Racine, Vehicle 201	1	N/A	7	69,105	120,000	8	No
(NR)	Racine, Vehicle 101	1	N/A	8	17,618	60,000	8	Yes
(NR)	Racine, Vehicle 600	1	N/A	15	23,441	60,000	8	Yes
(NR)	Racine, Vehicle 500	1	N/A	15	9,338	80,000	8	Yes
(NR)	Racine, Vehicle 300	1	N/A	28	105,758	26,000	8	Yes
(NR)	Racine, Relief Vehicle 302	1	N/A	15	214,240	26,000	8	Yes
(NR)	Racine, Service Vehicle 303	1	N/A	0	0	26,000	8	No
City of Waukesha Metro Transit								
(M)	Pressure Washer Trailer	1	1H9CSC277B1120418	14	N/A	12,526	N/A	N/A
(M)	Roll Over Gantry Bus Washer	1	N/A	15	N/A	84,705	N/A	N/A
(NR)	Waukesha Metro Transit, Service truck, Mobile 2	1	1FT7X2B3PED41126	2	7,903	60,000	8	No
(NR)	Waukesha Metro Mobile 3	1	1FT8X4BT7KEE89090	6	11,236	60,000	8	No
(NR)	Waukesha Metro Mobile 5	1	1FMSK8BH3NGA54634	3	13,517	60,000	8	No

^a Asset Class is defined as:

(M) – Maintenance

(NR) – Non Revenue/Service Automobile

(SS) – Surveillance Systems

Source: RYDE Racine, Waukesha Metro Transit, Waukesha County Transit System, and SEWRPC

Table 3.5
Facilities Condition Assessment

Asset Class^a	Asset Name	Age (Years)	TERM Scale Condition	Replacement Cost (\$)
RYDE Racine				
(M)	Maintenance shop	49	1	1,065,000
(M)	Bus storage garage	48	1	3,570,000
(M)	Fuel and wash bay	48	1	397,000
(A)	Administration office building	12	5	1,057,000
(PL)	Parking at transit center	22	3	N/A
(TC)	Transit Center	18	3	4,786,000
City of Waukesha Metro Transit				
(A),(M)	Administration and maintenance building	39	4	N/A
(TC)	Downtown Transit Center terminal	22	4	8,032,800

^a Asset Class is defined as:

(A) – Administration

(M) – Maintenance

(PL) – Surface Parking Lot

(TC) – Transit Center

Source: RYDE Racine, Waukesha Metro Transit, Waukesha County Transit System, 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 continues to estimate 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.

RYDE Racine

RYDE Racine's *Maintenance Procedure Manual*, last updated in June 2025, 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 Racine 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. RYDE Racine developed a package of inspections (labeled A, B, C, and D) that occur at every 6,000, 12,000, 18,000, and 24,000 miles (respectively) for their Gillig buses as well as the battery electric bus service cycle. They also service all wheelchair lifts and ramps every 6,000 miles. RYDE Racine utilizes one vehicle inspection form for both fixed route and Paratransit. BEB has a separate service for and cycle 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 RYDE Racine maintains an asset transition manual documenting procedures for asset disposal.

RYDE Racine intends to replace 12 buses between 2026 and 2029 as identified in the City of Racine's 2020-2029 Capital Improvement Plan. Paratransit vehicles are also scheduled for replacement in 2027.

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	10
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 National Transit Database Policy Manual, Revenue Vehicle Default Useful Life Benchmarks.

Source: Federal Transit Administration and SEWRPC

City of Waukesha Metro Transit and Waukesha County Transit

Waukesha Metro Transit's *Maintenance Procedure Manual*, revised August 2026, 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 condition to mean that revenue equipment vehicles are clean and comfortable for the passenger, that a sufficient number of vehicles are available to meet scheduled peak service requirements, and that the exterior of the vehicles are free of graffiti and accident damage. In addition, the maintenance department is also responsible for purchasing the best available material and supplies at the lowest possible price and then storing this material in an organized and secure manner. The asset management 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 2026-2030 Community Investment Program to perform mid-life rehabs on fixed route buses in the 6th or 7th year of the life of a bus, which includes a replacement engine and transmission. Waukesha Metro plans to replace three buses in both 2027 and 2028, five paratransit vehicles in 2029, and two buses, one paratransit vehicle, and one service truck in 2030.

PRIORITIZED LIST OF INVESTMENTS

5

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, nine buses, one non-revenue service vehicle, and three non-revenue service trucks exceed the maximum TAM useful life benchmark based on their age. In addition, one bus exceeds the maximum TAM useful life benchmark based on mileage. 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. This table also includes the battery electric buses in RYDE Racine's fleet, as they are currently out of service and RYDE Racine coordinating with FTA for early retirement. 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 \$14.7 million.

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: 2025-2028*, which is the most recently adopted TIP and subsequent amendments. This listing of projects indicates the transit capital priorities for each transit operator based on the estimated available funding. The current TIP documents the contribution of projects toward achieving the National Performance Measure targets, including the TAM targets. The capital-related transit preservation projects programmed in the TIP were provided by transit operators based on their processes for monitoring the condition of their vehicles and facilities and prioritizing their maintenance and replacement (given the level of available funding). These projects indicate the transit capital priorities for each transit operator based on the estimated available funding. The \$237 million of funds programmed for implementing capital-related transit preservation projects (such as vehicle capitalized maintenance and replacement projects and facility repair and upgrade projects) within the period of the current TIP are expected to contribute to the continued achievement of the TAM targets. 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, FTA Section 5311 Formula Grants for Rural Areas Program, FTA Section 5337 State of Good Repair Grants, Congestion Mitigation and Air Quality (CMAQ) Improvement Funding, Federal Highway Administration (FHWA) Surface Transportation Program-Milwaukee Urbanized Area (STP-M) 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. Since completion of the Group TAM Plan in 2022, the number of buses exceeding useful life benchmark for age have increased, with nine of the bus fleet exceeding the age benchmark, compared to six buses in 2022. The recent vehicle market has presented challenges related to vehicle supply and cost, reducing the ability of transit operators to maintain an updated fleet. The number of non-revenue service vehicles exceeding the age-based ULB decreased for the operators represented in this plan. The number of facilities rated three or below on FTA's Transit Economic Requirements Model (TERM) scale, have remained about the same between 2022 and 2026.

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 Racine								
(BU)	67	21	609,799	740,000	14	Yes	600,000	Yes
(BU)	76	16	486,262	740,000	14	Yes	600,000	No
(BU)	77	16	548,031	740,000	14	Yes	600,000	No
(BU)	78	16	485,867	740,000	14	Yes	600,000	No
(BU)	79	14	559,735	740,000	14	Yes	600,000	No
(BU)	80	14	508,006	740,000	14	Yes	600,000	No
(BU)	81	14	577,653	740,000	14	Yes	600,000	No
(BU)	82	14	493,414	740,000	14	Yes	600,000	No
(BU)	83	14	489,909	740,000	14	Yes	600,000	No
(BU) ^f	107	4	40,731	1,200,000	14	No	600,000	No
(BU) ^f	109	4	42,332	1,200,000	14	No	600,000	No
(BU) ^f	110	4	39,495	1,200,000	14	No	600,000	No
(BU) ^f	112	4	37,952	1,200,000	14	No	600,000	No
(BU) ^f	113	4	45,241	1,200,000	14	No	600,000	No
(BU) ^f	114	4	43,515	1,200,000	14	No	600,000	No
(T)	300	28	105,758	26,000	8	Yes	N/A	N/A
(T)	302	15	214,240	26,000	8	Yes	N/A	N/A
(T)	500	15	9,338	80,000	8	Yes	N/A	N/A
(NR)	600	15	23,441	60,000	8	Yes	N/A	N/A
Past Useful Benchmark – Miles								
RYDE Racine								
(BU)	67	21	609,799	660,000	14	Yes	600,000	Yes

Note: No revenue vehicles exceed the useful life benchmarks for the City of Waukesha Metro Transit System.

^a Asset Class is defined as:

- (BU) – Bus
- (NR) – Non Revenue/Service Automobile
- (T) – Service Truck

^b Odometer reading as of December 2025.

^c The base bus replacement costs from the WisDOT Heavy Duty Bus Price Sheet, January 2026, wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/procure-hdb.aspx, and supplemented with recent costs from RYDE and Waukesha Metro.

^d Maximum useful life benchmarks set by FTA in the Default Useful Life Benchmark Cheat Sheet and the National Transit Database Policy Manual, Revenue Vehicle Default Useful Life Benchmarks.

^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.

^f The battery electric buses are currently out of service and RYDE Racine is coordinating with FTA for early retirement. New battery electric buses are planned to be purchased in 2025 and 2026.

Source: RYDE Racine, Waukesha Metro Transit, Waukesha County Transit System, and SEWRPC

Transit operators continue to maximize the use of all available transit capital funds to maintain a state of good repair. Until recently, Federal funding has been below the historical average and State transit funding has not kept pace with inflation. In addition, the State limits the ability of local governments to replace these limited Federal and State funds with local property taxes through tax levy caps and prohibits the implementation of new revenue sources. Combined, these factors create additional challenges for the Region's transit operators as they attempt to achieve and maintain a state of good repair. More permanent Federal support provided in the Infrastructure Investment and Jobs Act allowed transit operators to continue to improve transit services and meet or exceed TAM performance targets.

Table 5.2
Transit Capital Projects in the Transportation Improvement Program: 2025-2028

TIP Project Number	Project Summary	Funding Source	Federal Cost 2025 (\$)	Federal Cost 2026 (\$)	Federal Cost 2027 (\$)	Federal Cost 2028 (\$)
Revenue Vehicles						
RYDE Racine						
160-23-392	Purchase of 3 paratransit vehicles	FTA 5339	--	357,545	--	--
160-23-393	Purchase 2 buses to replace diesel buses	FTA 5339	--	1,177,776	--	--
160-23-394	Purchase of 3 all-electric buses to replace diesel buses	FTA 5339	--	2,964,410	--	--
City of Waukesha Metro Transit						
014-23-304	Purchase of 1 35-foot replacement bus	STP-M	--	460,000	--	--
014-23-491	Purchase of 1 35-foot bus	CMAQ	480,200	--	--	--
014-23-531	Purchase of 3 35-foot replacement buses	CMAQ	800,000	1,882,900	--	--
014-25-008	Replacement of a fixed-route bus	FTA 5337	512,000	540,046	--	--
014-25-009	Purchase of 1 35-Foot Bus in 2028	STP-M	--	--	--	600,900
014-25-010	Replacement of 4 paratransit buses	CMAQ	--	--	680,000	--
014-25-134	Purchase of Paratransit Bus	FTA 5339	--	126,732	--	--
Preventative Maintenance and Equipment						
RYDE Racine						
160-23-391	Replace aging transit equipment as it wears out	FTA 5339	--	61,263	--	--
160-23-395	Replacement of a maintenance vehicle	FTA 5339	48,000	--	--	--
160-23-396	Replacement of a supervisor van	FTA 5339	96,000	--	--	--
160-23-397	Reconstruction of dispatch offices, drivers' room, and storage area to improve functionality and address ADA and structural issues	FTA 5339	1,500,000	--	--	--
160-23-398	Replacement of the Transit Facility apron and parking lot	FTA 5339	--	320,000	--	--
160-23-399	Replacement of fencing at the Kentucky St. transit garage	Local	--	50,000	--	--
160-23-400	Upgrades to fare purchasing technology	FTA 5339	160,000	--	--	--
160-25-018	Replacement of 2 staff support vehicles	Local	--	88,340	--	--
160-25-157	Maintenance and Renovations to Transit Depot Phase III	FTA 5339	--	800,000	--	--
160-25-158	Maintenance Garage & Parts Room Renovations	FTA 5339	--	800,000	--	--
160-25-159	Replacement of 2 Paratransit Vehicles	FTA 5339	--	205,498	--	--
160-25-160	Paratransit Camera System	FTA 5339	--	12,800	--	--
City of Waukesha Metro Transit						
014-23-281	Capital costs of third party contracting for Waukesha County Transit Service	FTA 5307	560,000	560,000	560,000	560,000
014-23-305	Tire lease	FTA 5307	38,400	38,400	38,400	38,400
014-23-306	Preventative maintenance	FTA 5307	520,000	520,000	520,000	520,000
014-23-307	Rehabilitation of fixed-route buses, such as engine and transmission rebuilds	FTA 5337, 5339	88,000	--	96,000	48,000
014-23-308	Replacement of 9 bus engines	CMAQ	67,200	--	--	--
014-23-310	Replacement of Boiler, Air Handler, and Related Equipment at Admin/Maintenance Facility	FTA 5339	120,000	--	--	--
014-23-311	Replacement of bus washer	FTA 5337	303,200	--	--	--
014-25-008	Replacement of a Fixed-Route Bus	FTA 5337	512,000	540,046	--	--
014-25-010	Replacement of 4 Paratransit Buses	CMAQ	--	--	680,000	--
014-25-011	Replacement of ticket vending machines for the Waukesha Metro Transit Center	FTA 5339	64,000	--	--	--
014-25-012	Replacement of fareboxes and vault	FTA 5339	--	160,000	--	--
014-25-013	Replacement of AVL Onboard Hardware	FTA 5339	--	57,600	--	--
014-25-132	Replacement Boiler for Transit Center	FTA 5339	--	32,000	--	--
014-25-135	Transit Center Office Remodel	FTA 5339	--	--	32,000	--

Table continued on next page.

Table 5.2 (Continued)

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
FTA 5311: FTA Section 5311—Formula Grants for Rural Areas Program
FTA 5337: FTA Section 5337—State of Good Repair Grants
CMAQ: Congestion Mitigation and Air Quality Improvement Funds
STP-M: FHWA Surface Transportation Program-Milwaukee Urbanized Area funding
State 85.21 Specialized transportation assistance program for counties

^a Unless noted as a local funding source, the totals shown are from federal funding programs.

Source: A Transportation Improvement Program for Southeastern Wisconsin: 2025–2028, SEWRPC, December 2024. Includes amendments as of August 2026.

5.1 CONCLUSION

This Group TAM Plan update, sponsored by the Southeastern Wisconsin Regional Planning Commission and prepared in close coordination with the 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 update, there are nine revenue vehicles and four non-revenue service vehicles in need of replacement based on their age, at a cost of approximately \$14.7 million in 2026. The Tier II transit operators represented in this Group TAM Plan continue making progress toward achieving the targets established for transit assets in Southeastern Wisconsin by making maximum use of all available FTA funds to maintain a state of good repair for revenue vehicles, equipment, and facilities. As a result, the TAM targets shown in Table 1.2 will remain unchanged at this time. 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.

APPENDICES

OPT-OUT CORRESPONDENCE

APPENDIX A

The following appendix includes a list of subrecipients that have opted out of the group plan and copies of all group plan opt-out forms.

Table A.1
Group TAM Plan Opt-Out Status

Transit Operator	Accountable Executive	Title
Kenosha County Aging and Disability Resource Center (opted out July 10, 2024)	Heather Vanoss	Director
City of Hartford Taxi Service (opted out August 12, 2025)	Randy Wojtasiak	Parks & Recreation Director
Ozaukee County Transit (opted out August 14, 2025)	Jon Edgren	Public Works Director
Washington County Transit (opted out August 13, 2025)	Scott Schmidt	Chief Public Works Officer
City of West Bend Taxi Service (opted out August 11, 2025)	Angela Rosenberg	Transit Assistant

Source: SEWRPC

WISDOT TRANSIT ASSET MANAGEMENT LETTER

This letter serves as my:

☒

agreement to participate in the Wisconsin DOT Transit Asset Management group plan. I understand that in order to take part in this plan I may need to provide WisDOT with information pertaining to my fleet and its condition. I also understand that my agency will need to appoint an account executive to execute WisDOT's TAM plan.

☐

intention to participate in a Transit Asset Management plan **other than that provided by the Wisconsin DOT**. I understand that I need to comply with rules put forth by the Federal Transit Administration and participate in a TAM Plan.

Organization

Kenosha County

Federal Funding Received

5311 ☒ 5310 ☐ 5339 ☐ Other ☐

Name

Heather Vanoss

Signature

Heather Vanoss

Date

7/10/2024

Please complete and email a copy of this letter to Katie Patterson at katherine.patterson@dot.wi.gov

Additional TAM information can be found at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/compliance/asset.aspx> and <https://www.transit.dot.gov/TAM>

TRANSIT ASSET MANAGEMENT LETTER – SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

This letter serves as my:

☐

agreement to participate in the Group Transit Asset Management Plan for Tier II Operators in Southeastern Wisconsin. I understand that in order to take part in this plan I may need to provide the Southeastern Wisconsin Regional Planning Commission with information pertaining to my fleet and its condition. I also understand that my agency will need to appoint an account executive to execute the TAM plan.

☒

intention to participate in a Transit Asset Management plan **other than that provided by the Southeastern Wisconsin Regional Planning Commission**. I understand that I need to comply with rules put forth by the Federal Transit Administration and participate in a TAM Plan.

Name of other Group TAM Plan Sponsor

WisDOT

Your Organization

City of Hartford

Federal Funding Received

5311

☒

5310

☐

5339

☐

Other

☐

Accountable Executive Name

Randy Wostasiak

Signature

Randy Wostasiak

Date

8-12-25

Please complete and email a copy of this letter to Jennifer Sarnecki, SEWRPC Deputy Chief Transportation Planner, at jsarnecki@sewrpc.org

TRANSIT ASSET MANAGEMENT LETTER – SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

This letter serves as my:

☐

agreement to participate in the Group Transit Asset Management Plan for Tier II Operators in Southeastern Wisconsin. I understand that in order to take part in this plan I may need to provide the Southeastern Wisconsin Regional Planning Commission with information pertaining to my fleet and its condition. I also understand that my agency will need to appoint an account executive to execute the TAM plan.

☒

intention to participate in a Transit Asset Management plan **other than that provided by the Southeastern Wisconsin Regional Planning Commission**. I understand that I need to comply with rules put forth by the Federal Transit Administration and participate in a TAM Plan.

Name of other Group TAM Plan Sponsor: Wisconsin Department of Transportation

Your Organization

Ozaukee County

Federal Funding Received

5311

☒

5310

☐

5339

☐

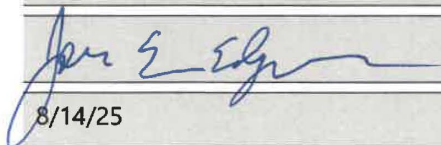
Other

☐

Accountable Executive Name

Jon E. Edgren, Ozaukee County Public Works Director

Signature



Date

8/14/25

Please complete and email a copy of this letter to Jennifer Sarnecki, SEWRPC Deputy Chief Transportation Planner, at jsarnecki@sewrpc.org

TRANSIT ASSET MANAGEMENT LETTER – SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

This letter serves as my:

☐

agreement to participate in the Group Transit Asset Management Plan for Tier II Operators in Southeastern Wisconsin. I understand that in order to take part in this plan I may need to provide the Southeastern Wisconsin Regional Planning Commission with information pertaining to my fleet and its condition. I also understand that my agency will need to appoint an account executive to execute the TAM plan.

☒

intention to participate in a Transit Asset Management plan **other than that provided by the Southeastern Wisconsin Regional Planning Commission**. I understand that I need to comply with rules put forth by the Federal Transit Administration and participate in a TAM Plan.

Name of other Group TAM Plan Sponsor WisDOT's Group TAM Plan

Your Organization

Washington County Transit

Federal Funding Received

5311

☒

5310

☐

5339

☐

Other

Accountable Executive Name

Scott Schmidt

Signature



Date

8/13/2025

Please complete and email a copy of this letter to Jennifer Sarnecki, SEWRPC Deputy Chief Transportation Planner, at jsarnecki@sewrpc.org

TRANSIT ASSET MANAGEMENT LETTER – SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

This letter serves as my:

☐

agreement to participate in the Group Transit Asset Management Plan for Tier II Operators in Southeastern Wisconsin. I understand that in order to take part in this plan I may need to provide the Southeastern Wisconsin Regional Planning Commission with information pertaining to my fleet and its condition. I also understand that my agency will need to appoint an account executive to execute the TAM plan.

☒

intention to participate in a Transit Asset Management plan **other than that provided by the Southeastern Wisconsin Regional Planning Commission**. I understand that I need to comply with rules put forth by the Federal Transit Administration and participate in a TAM Plan.

Name of other Group TAM Plan Sponsor ____ WISDOT _____

Your Organization

CITY OF WEST BEND

Federal Funding Received

5311 ☒ 5310 ☐ 5339 ☐ Other

Accountable Executive Name

Angela Rosenberg

Signature

Angela Rosenberg

Date

8/11/2025

Please complete and email a copy of this letter to Jennifer Sarnecki, SEWRPC Deputy Chief Transportation Planner, at jsarnecki@sewrpc.org