



WYOMING DEPARTMENT OF TRANSPORTATION

GROUP TRANSIT ASSET MANAGEMENT PLAN

Published: September 28, 2026



Wyoming Department of Transportation
Group Transit Asset Management Plan

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Acronyms and Abbreviations

CFR	Code of Federal Regulations
FTA	Federal Transit Administration
FY	Fiscal Year
TAM Plan	Transit Asset Management Plan
U.S.	United States
MAP-21	Moving Ahead for Progress in 21st Century Act
MPO	Metropolitan Planning Organizations
NTD	National Transit Database
SGR	State of Good Repair
TERM	Transit Economic Requirements Model
ULBs	Useful Life Benchmarks
U.S.C.	United States Code
WYDOT	Wyoming Department of Transportation



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Group Transit Asset Management Plan**

1.0 ACCOUNTABLE EXECUTIVES STATEMENT

We approve this Transit Asset Management (TAM) Plan and the performance targets included in the Plan. In addition, we affirm our commitment to delivering this Plan to provide high quality, affordable public transportation services that are safe, reliable, useful, accessible, and efficient.

Table 1. Accountable Executives Approval

Agency	Accountable Executive	Title	Approved Date
Assisted Care Facility	Lilia Hedges	Director	9/19/2026
Buffalo Senior Center, Inc.	Gary Love	Transportation Director	9/16/2026
Campbell County Senior Citizens Association, Inc.	Ann Rossi	Executive Director	9/18/2026
Carbon County Senior Services, Inc.	Kelly Morrell	Executive Director	9/17/2026
Child Development Services of Fremont County, Inc.	Corey Holcomb	Executive Director	9/21/2026
City of Casper	Vern Tystad	Transit Manager	9/18/2026
City of Cheyenne Transit Program	Erin Johnson	Transit Administrator	9/21/2026
Cody Council on Aging, Inc.	Stephanie Weed	Executive Director	9/21/2026
Converse County Aging Services, Inc.	Jim Fletcher	Executive Director	9/15/2026
Crook County Senior Services, Incorporated	Tobey Morgan	Program Executive Director	9/15/2026
Diversified Services, Inc.	Julene Cook	CEO	9/15/2026
Eppson Center for Seniors, Inc.	Tammy J. Comer	Executive Director	9/21/2026
Fremont County Association of Governments	Tim Nichols	Executive Director	9/21/2026
Goshen County Senior Friendship Center	Linda Cockett	Executive Director	9/18/2026
High Country Senior Citizens	Melissa Claar	Program Director	9/15/2026
Hot Springs County Senior Citizens Center, Inc.	Trenda Moore	Director	9/18/2026
Kemmerer Senior Citizens Association	Christina Hunter	Interim Director	9/21/2026
Lander Senior Citizens Center, Inc.	Jane Nolde	Executive Director	9/21/2026
Meeteetse Recreation District	Brodie Serres	Director	9/18/2026



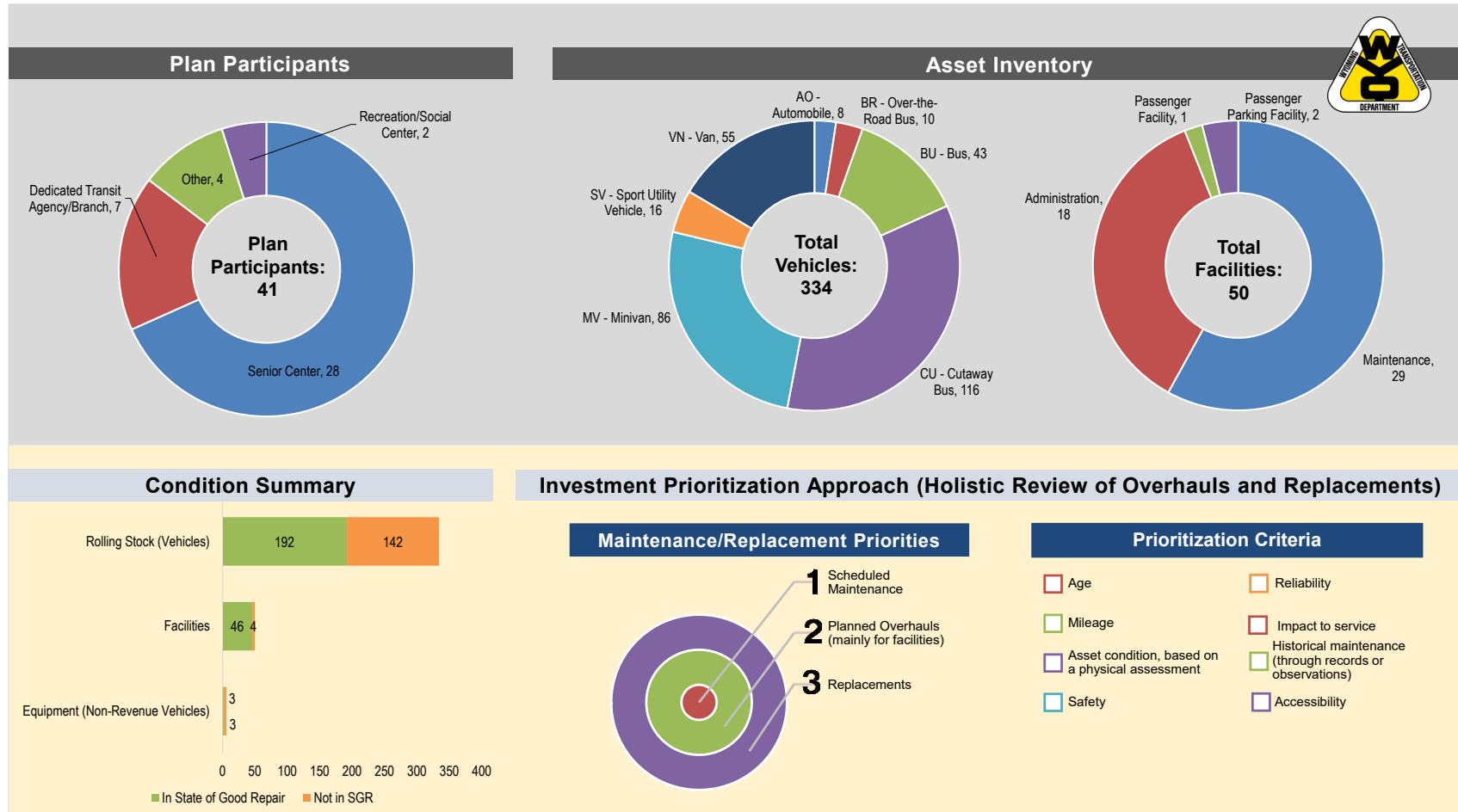
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Agency	Accountable Executive	Title	Approved Date
Niobrara Senior Center, Inc.	Rich Anderson	Executive Director	9/16/2026
North Big Horn Senior Center, Inc.	Kimberly Gifford	Director	9/19/2026
Pine Bluffs Senior Center, Inc.	Alisha Michaud	Executive Director	9/21/2026
Powell Senior Citizens A-Go Go, Inc.	Linda Dalton	Program Director	9/15/2026
Rehabilitation Enterprises of North Eastern Wyoming	Jonathan Kelly Gooch	President and CEO	9/16/2026
Rendezvous Pointe	Melanie Howey	Transit Coordinator	9/15/2026
Riverton Senior Citizens Center, Inc.	Amanda Wilderman	Executive Director	9/21/2026
Senior Center of Jackson Hole, Inc.	Rebecca Erskine	Executive Director	9/20/2026
Senior Citizens Council	David French	Transportation Manager	9/16/2026
Services for Seniors, Inc.	Jeni DeSmith	Executive Director	9/21/2026
South Big Horn Senior Citizens, Inc.	Cynthia Johnson	Executive Director	9/21/2026
Southern Teton Area Rapid Transit	Michael Toronto	Transit Director	9/15/2026
Southwest Sublette County Pioneers, Inc.	Heather Griffin	Bookkeeper	9/15/2026
Sweetwater County Transit Authority	Dwane J. Pacheco	Director	9/18/2026
Ten Sleep Senior Center	Randall Firnekas	Executive Director	9/18/2026
Thayne Senior Center	Janan Lindroos	Director	9/17/2026
Town of Shoshoni	Christopher Konija	Town Coordinator	9/20/2026
Uinta Senior Citizens, Inc.	Jennifer Staley	Executive Director	9/15/2026
University of Wyoming	Paul Kunkel	Director, Transportation Services	9/21/2026
Washakie County Senior Citizens Center	Wendy Fredricks	Executive Director	9/21/2026
Weston County Senior Services	Carolyn Shields	Director	9/21/2026
Wind River Inter-Tribal Council Transit	Winslow Friday	WRITC-DOT Transportation Director	9/18/2026



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2.0 PLAN AT A GLANCE





3.0 INTRODUCTION

3.1 Overview

In July 2012 the United States (U.S.) Congress enacted the MAP-21 (Moving Ahead for Progress in 21st Century) Act, which directed the Federal Transit Administration (FTA) to establish TAM requirements. In July 2016 FTA issued the Final Rule establishing requirements for TAM.

Any agencies that meet the following requirements are required to prepare a TAM Plan or participate in a sponsored TAM Plan¹:

- Receive Chapter 53 FTA funds (either as a direct recipient or a sub recipient) to **purchase an asset** used to provide public transportation services.
- **Manage or operate** an FTA-funded capital asset used in providing public transportation, regardless of who owns the asset.

The rule does not apply to agencies that:

- Do not receive **Chapter 53** funds.
- Do not use FTA funds for public transportation services, but use them for other purposes (e.g., planning, research).

FTA defines public transportation as “regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income.” 49 United States Code (U.S.C.) § 5302.

Please refer to Appendix A for a complete listing of U.S. 49 Code of Federal Regulations (CFR) Requirements and how this Plan addresses them.

The fundamental purpose of the TAM Plan is to help ensure that transit assets are kept in a state of good repair (SGR). As stated in Sec. 625.17 of the FTA TAM Final Rule, “a capital asset is in an SGR if it is in a condition sufficient for the asset to operate at a full level of performance.”

This TAM Plan is sponsored by the Wyoming Department of Transportation (WYDOT). WYDOT administers FTA grant funding for subrecipients under Section 5307, Section 5310, Section 5311 and/or Section 5339 programs and is sponsoring this TAM Plan on behalf of a group of Tier II public transportation agencies (transit agencies) within the state of Wyoming to support subrecipients’ compliance with the FTA Final TAM Rule.

¹ [Transit Asset Management: Frequently Asked Questions | FTA \(dot.gov\)](#)



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This Plan is designed to be compliant with the TAM Final Rule (49 CFR Part 625) and covers the Fiscal Year (FY) 2027-2030 planning horizon. This Plan builds on the 2023 plan, which established the group's process for improving the SGR for their public transportation system and advancing their asset management practices.

3.2 Federal TAM Requirements

3.2.1 TAM Plan Elements

The TAM Final Rule distinguishes requirements between larger and smaller or rural transit agencies (Tier I versus Tier II agencies). The Group TAM Plan participants are all Tier II agencies, which is defined by the TAM Final Rule as an agency that “owns, operates, or manages either (1) 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, or (3) any American Indian tribe (49 CFR 625.5).”

The Final Rule requires that TAM plans for Tier II transit agencies include the following four elements:

- Inventory of capital assets.
- A condition assessment of the capital assets for which the provider has capital responsibility.
- A description of decision-support tools used to estimate capital investment needs over time and develop the investment prioritization.
- A project-based prioritization of investments.

3.2.2 Plan Performance Measures

The TAM Final Rule requires that transit agencies establish SGR performance measures and targets for each asset class to convey condition information. The Tier II agencies are required to report on the performance measures outlined in Figure 1.

Figure 1. Plan Performance Measures

Rolling Stock	Facilities	Equipment
• Age: Percentage of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	• Condition: Percentage of facilities with a condition rating below '3' on TERM scale of 1 to 5	• Age: Percentage of non-revenue/ support vehicles that have met or exceeded their useful life benchmark



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3.2.3 Reporting Requirements

The initial TAM Plans were required to be completed by October 1, 2018. U.S. 49 CFR § 625.29 (a) states that a TAM Plan should cover a planning horizon of at least 4 years. Amendments to the TAM Plan may be undertaken at any time and should be initiated following any major change to the asset inventory, condition assessment, or investments. The TAM Plan should also be updated following any change to prioritization processes affecting the timing of future projects.

In addition to the performance targets and TAM Plan, the TAM Final Rule requires that two additional asset management reports be submitted to the National Transit Database (NTD) annually:

- The Data Report should describe the condition of the transportation system currently and the SGR performance targets for the upcoming year.
- The Narrative Report should describe changes in the transportation system's condition and report progress on meeting the performance targets from the prior year.

For the Tier II operators, the first Data Report was due by October 31, 2018, with a new report every 4 years. For 2022, WYDOT received a 10-month extension to prepare the Plan and completed the plan before August 31, 2023. This is the full Plan update, aligned with the original deadline, to be completed by October 1, 2026.

3.3 Plan Sponsor

The Final Rule indicates that state departments of transportation may sponsor Group TAM plans for their Tier II subrecipients and allows other Tier II agencies who are not subrecipients to join in the Plan on a voluntary basis.

WYDOT, as the agency that disburses federal and state funds to various transportation agencies in the state, is acting as the sponsor of the Group TAM Plan. Per FTA rules, all recipients or subrecipients of federal funds that own, operate, or manage capital assets (e.g., buses, cars, facilities) used in the provision of public transportation are required to prepare a TAM Plan, either individually or participate in a Group TAM Plan.

The Group TAM Plan covers a 4-year period, from FY 2027 through FY 2030. WYDOT, as sponsor, is responsible for the following:

- Coordinating the development of and submitting the group plan.
- Communicating with participants on plan development and target setting.
- Reporting targets and Annual Narrative Report to NTD.
- Reporting basic TAM information to NTD (for participants that do not already report independently).
- Sharing the plan with state and Metropolitan Planning Organizations (MPO) partners.



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3.4 Plan Organization

The plan is organized into the following sections:

- **Plan Participants** – provides an overview of the transit agencies that are a part of this TAM Plan.
- **TAM Plan Guiding Principles** – describes the asset management principles that set the foundation for this Plan.
- **Capital Asset Inventory** – summarizes the collective asset inventory of the group plan participants.
- **Performance and Condition** – summarizes the collective performance and condition of the group plan participants' asset inventory.
- **Decision Support** – describes the investment prioritization approach the operators are using to estimate capital investment needs over time and develop their list of priorities.
- **Investment Prioritization** – lists the projects to improve and manage the SGR of capital assets.

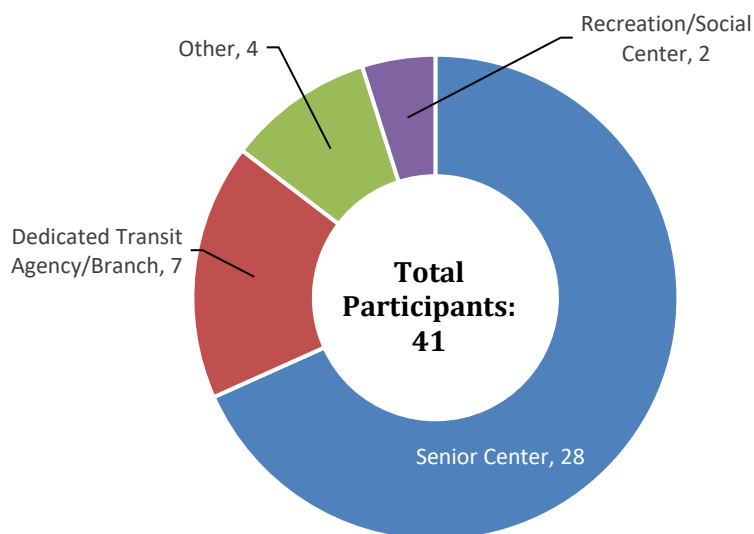


4.0 PLAN PARTICIPANTS

This Plan includes 41 Tier II agencies. As mentioned earlier, a Tier II agency is defined by the TAM Final Rule as an agency that “owns, operates, or manages either (1) 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, or (3) any American Indian tribe (49 CFR 625.5).” The participants are responsible for supporting plan elements, identifying Accountable Executive to approve group plan, and coordinating reporting to NTD. This document includes agencies that have been either direct recipients or subrecipients in the past, and agencies providing public transportation in Wyoming using state funds (and may be subrecipients in the future). The 2023 plan had 43 participants. Star Valley Senior Citizens, Inc., Teton County and Shoshoni Senior Citizens Center are not a part of this 2026 Plan update since they do not have any active vehicles or facilities for public transportation. The Town of Shoshoni now has an Intercity Bus transfer station and is a part of this TAM plan.

A summary of the participants is shown in Figure 2. Of all the plan participants, a vast majority (28) are senior centers, and a vast majority of the plan participants (31) have under 10 revenue vehicles. “Other” participants include agencies providing social services to people with special needs (e.g., developmental delays) and intercity bus transfer station. Appendix B presents a list of all participants, including the type of participants (senior centers, dedicated transit agencies/branches and recreational/social centers) and the number of vehicles, facilities, and the equipment they own.

Figure 2. Summary of Participants





5.0 ASSET MANAGEMENT GUIDING PRINCIPLES

Note: This section is not required for a Group TAM Plan but is included as a good practice.

The Tier II agencies identified a set of guiding principles to support their asset management efforts. These principles are as follows:

- Maintain, update, and enhance the inventory of assets.
- Document, monitor, and improve the condition of the system and annual performance measures + targets.
- Make investments following a structured decision-support framework to ensure available funds are spent effectively.
- Create investment priorities considering holistic needs of the traveling public, considering safety, accessibility, and available funding.

5.1 Asset Management Approach and Vision

The priority for all public transportation agencies in the state of Wyoming is to provide safe, reliable, and cost-effective service to the traveling public. To do this, the agencies will strive to improve short- and long-term planning to maximize the return on investment to keep their assets in a state of good repair (SGR). The agencies will prioritize scheduled maintenance activities to achieve expected useful life, followed by timely replacement of assets (focusing on revenue vehicles). This will help improve the physical condition of assets, improve the performance of the transit systems, and minimize any service disruptions.

This TAM Plan serves as a starting point for agencies to improve their practices.



6.0 CAPITAL ASSET INVENTORY

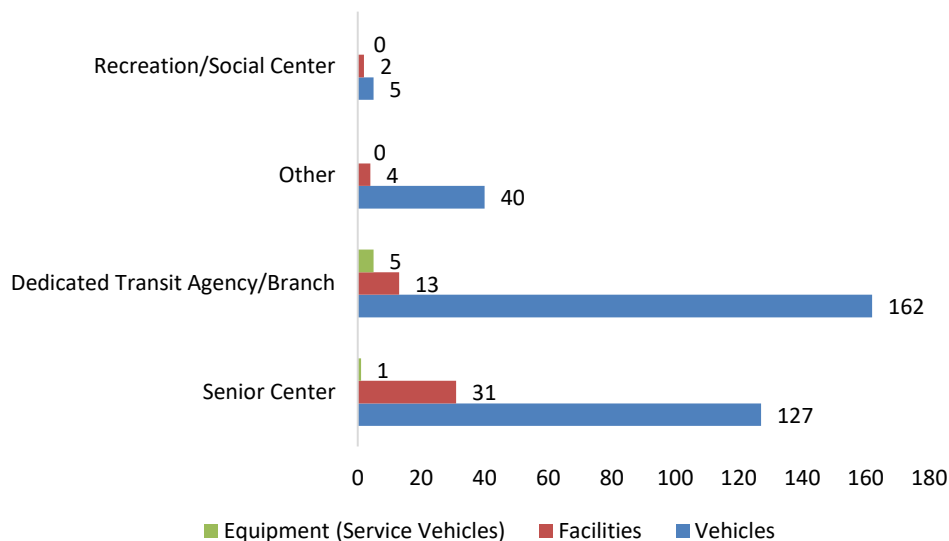
WYDOT maintains a comprehensive inventory of transit assets, and the agencies report inventory updates to WYDOT every year. WYDOT uses BlackCat Transit Management System®, a commercial off-the-shelf software, as the grants management and transit data management system.

The goal is to collect consistent data and identify both grants and asset-associated replacement needs.

6.1 Capital Asset Inventory Summary

This section presents a summary of the capital assets owned by the participating agencies. Following FTA's guidance in 49 CFR Part 630, the inventory includes all assets (including those not funded by FTA grants). The inventory is current as of September 1, 2026.

Figure 3. Summary of Assets Owned by Participating Agencies



6.1.1 Rolling Stock (Vehicles)

Figure 4 summarizes the capital asset inventory for active rolling stock² for all participating agencies, while Figure 5 shows the number of agencies with more than 10 vehicles, including the agency name and specific number of vehicles. A more detailed inventory of vehicles is presented in Appendix C.

² Note: *Active rolling stock* does not include any vehicles already marked for disposal.



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Figure 4. Revenue Vehicles

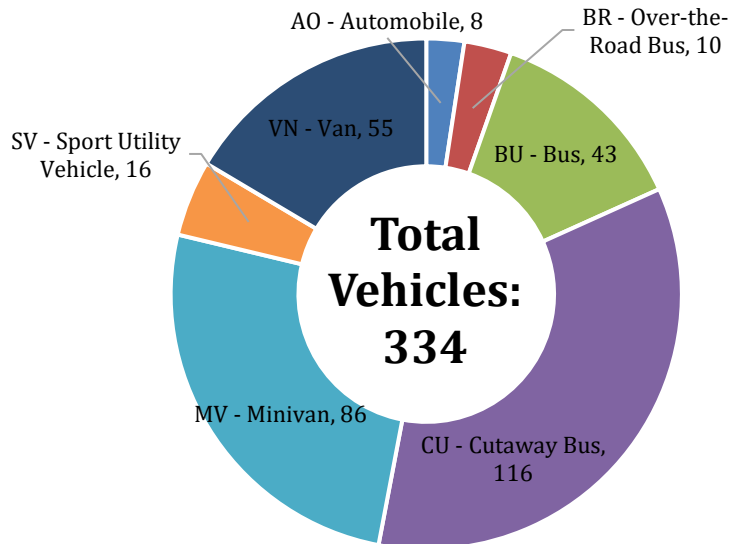
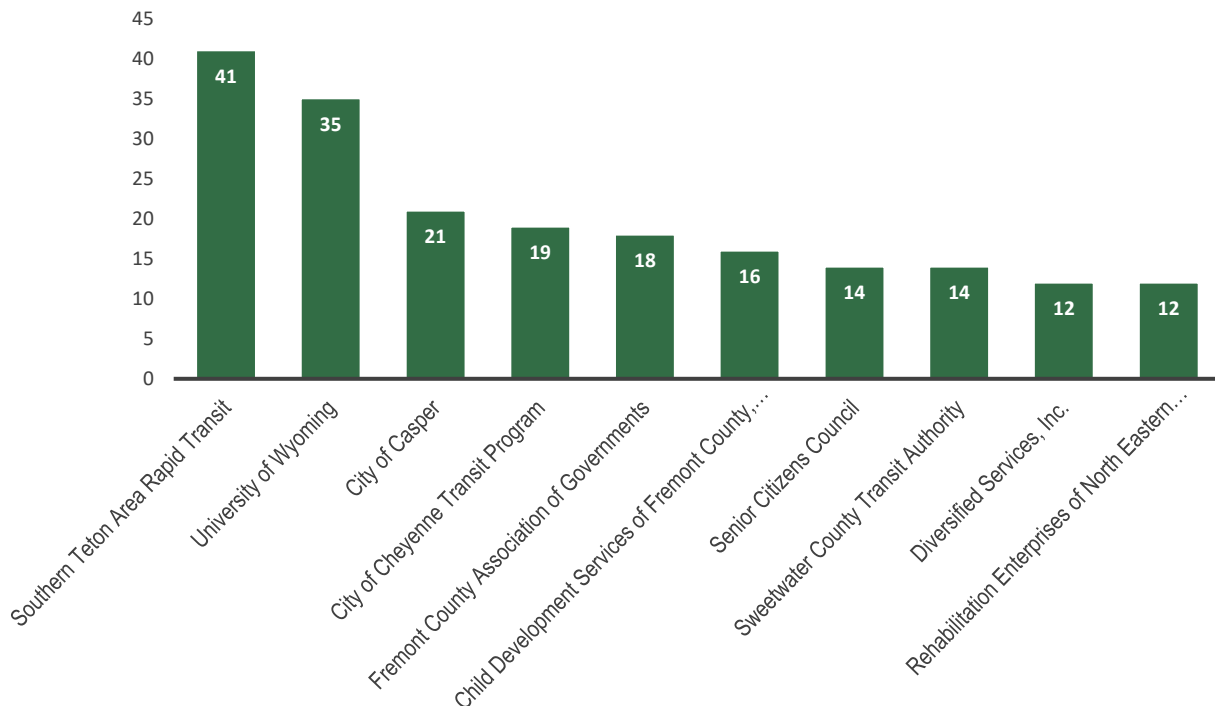


Figure 5. Agencies with More than 10 Total Vehicles

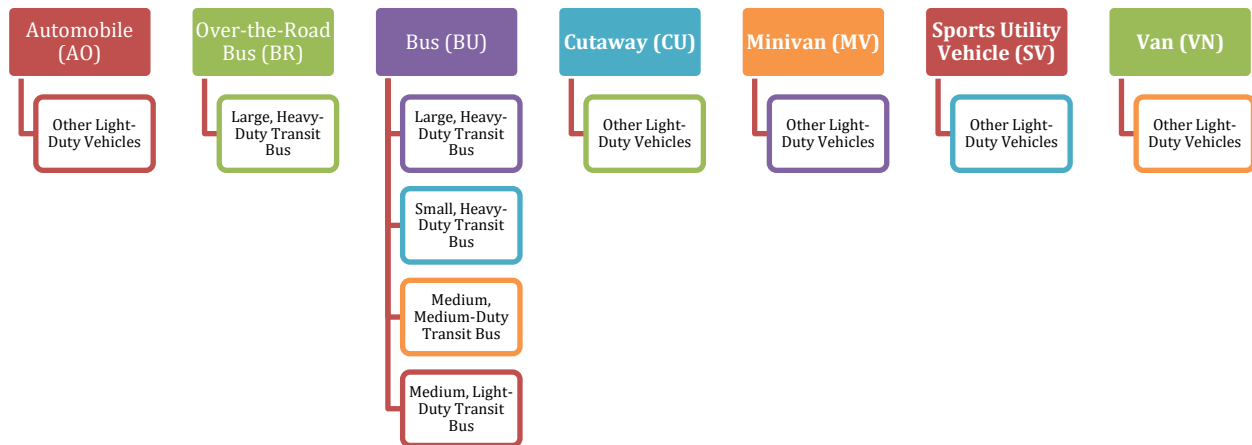




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The inventory of vehicles is classified in multiple ways. This includes using vehicle type (used to report to NTD) and vehicle categories (used for grant applications and tracking). Figure 6 shows the relationship between the vehicle types and vehicle categories for the participants of this Plan.

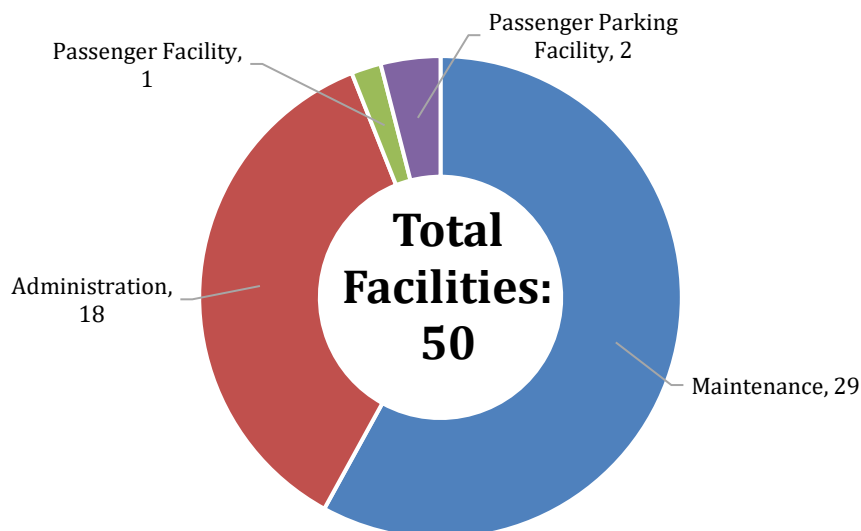
Figure 6. Relationship Between Vehicle Type and Vehicle Categories



6.1.2 Facilities

Figure 7 summarizes the total number of facilities that are owned by the participating agencies (or they otherwise have a capital responsibility).

Figure 7. Facilities





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6.1.3 Equipment

Equipment for the participating agencies primarily includes a handful of non-revenue vehicles. The agencies do not have a fleet of non-revenue vehicles, and the agencies, combined, own six non-revenue vehicles (including a Polaris All-Terrain Vehicle, owned by Powell Senior Citizens A-Go Go, Inc.). The agencies with non-revenue vehicles are presented in Table 2.

Table 2. Agencies with Non-Revenue Vehicles

Agency	Number of Non-Revenue Vehicles	Vehicle Types
City of Cheyenne Transit Program	2	Automobile and Truck/Rubber-Tired Vehicle
Powell Senior Citizens A-Go Go, Inc.	1	Truck/Rubber-Tired Vehicle
Sweetwater County Transit Authority	1	Automobile
Southern Teton Area Rapid Transit	1	Automobile
Fremont County Association of Governments	1	Automobile

A more detailed list of all Plan participants and their assets is presented in Appendix B.

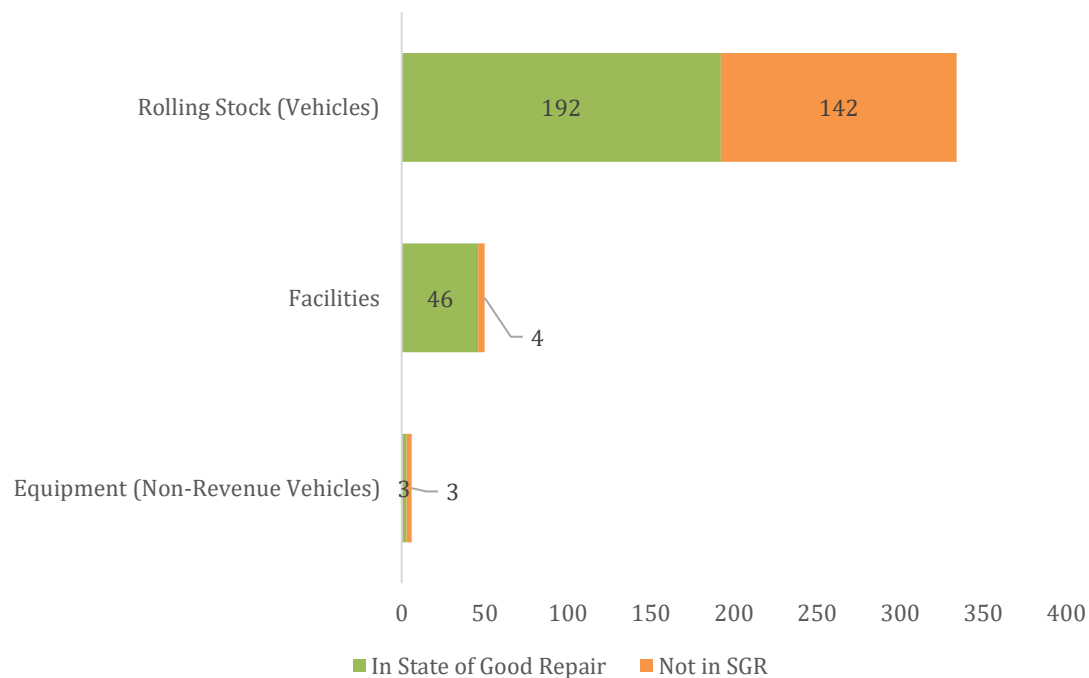


7.0 CONDITION AND PERFORMANCE

7.1 Condition (State of Good Repair) Summary

As mentioned earlier in this Plan, the condition for TAM Plan and for annual NTD reporting is measured using two criteria: age (for rolling stock and equipment) and physical condition (for facilities). The condition of the agencies' assets is summarized in Figure 8, listing the number of assets in SGR, not in SGR, and percent of assets that are in SGR for all types of assets.

Figure 8. Asset Condition Summary



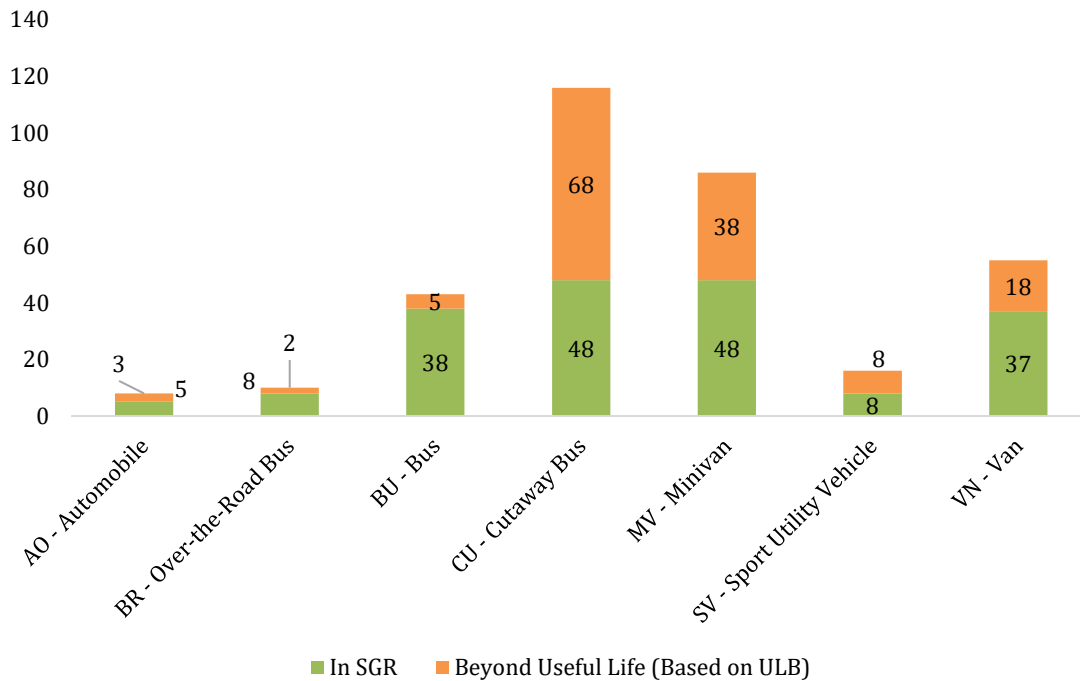


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7.1.1 Rolling Stock Condition

As seen in Figure 8, 57 percent of the 334 rolling stock vehicles are in a SGR. Figure 9 shows the details of condition by each vehicle type.

Figure 9. Condition by Vehicle Type



7.1.2 Facilities Condition

Table 3 presents the condition information for each type of facility and the condition using the TERM (Transit Economic Requirements Model) scale of 1 to 5, where 1 indicates Poor and 5 indicates Excellent.

Table 3. Facilities Condition Information

Facility Type	Excellent (5)	Good (4)	Adequate (3)	Marginal (2)	Poor (1)	Total
Maintenance	5	17	5	1	1	29
Administration	3	11	2	2	0	18
Passenger Facility	0	1	0	0	0	1
Passenger Parking Facility	1	1	0	0	0	2
Total	9	30	7	3	1	50



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7.1.3 Equipment Condition

The participating agencies did not report any equipment (other than non-revenue service vehicles) with an acquisition value of over \$50,000 that was funded by FTA.

Table 4 presents the condition of equipment (non-revenue service vehicles).

Table 4. Equipment Condition

Equipment Type	Total Vehicles	Vehicles Beyond ULB
Automobiles	4	2
Trucks and Other Rubber Tire Vehicles	2	1

7.2 Performance and Targets

WYDOT and the participating agencies discussed the asset condition, Useful Life Benchmarks (ULBs) and performance targets, and established the targets for FY 2027.

For revenue vehicles and non-revenue vehicles (equipment), performance measures were calculated based on ULBs, which can be found in Appendix D. Some agencies have set their own ULBs; influenced by the default ULBs identified by FTA and adjusted to reflect the expected ULBs by each agency. For rolling stock, the dedicated transit agencies/branches have a lower Useful Life Benchmark (ULB) of 7 years for their Cutaway vehicles than the other agencies (10 years ULB). This is mainly due to the amount of use (miles) accumulated on these vehicles.

The facility performance measures are based on physical condition assessments conducted by Tier II agencies in 2026 on all the facilities for which agencies have direct capital responsibility. The facility performance measures were calculated using a weighted average. For each facility, operators assigned percentages to each primary level facility element (based on both replacement value and criticality) to calculate an overall facility score.

WYDOT facilitated the performance target identification workshop for each asset class, and the targets were agreed upon for all asset classes. The targets were established based on what agencies can realistically achieve given expected funding levels in future years. The targets have been approved by each agency's accountable executive.

Agencies use the ULBs for planning purposes (as a projection for when an asset would likely need to be replaced); however, to be good stewards of public funds, agencies replace their assets only when required (rather than when they reach their ULB) after considering mileage, physical condition and other relevant factors. The performance and targets are summarized in Table 5 through Table 7 for all



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types of assets. The performance is calculated based on the inventory that was current at the time of the development of this TAM Plan.

Table 5. Performance Measures and Targets (Rolling Stock/Revenue Vehicles)

Vehicle Type	Total Vehicles	Beyond Useful Life (Based on ULB)	% Assets Beyond Useful Life	TAMP Performance Target (FY 2027)
AO - Automobile	8	3	38%	30%
BR - Over-the-Road Bus	10	2	20%	50%
BU - Bus	43	5	12%	10%
CU - Cutaway Bus	116	68	59%	45%
MV - Minivan	86	38	44%	50%
SV - Sport Utility Vehicle	16	8	50%	20%
VN - Van	55	18	33%	35%
Total Active Vehicles	334	142	43%	40%

Table 6. Performance Measures and Targets (Facilities)

Facility Type	Total Facilities	Facilities in Marginal or Poor Condition (Below '3' on TERM Scale)	% Facilities in Marginal or Poor Condition	TAMP Performance Target (FY 2027)
Administrative and Maintenance Facilities	47	4	9%	10%
Passenger and Parking Facilities	3	0	0%	10%



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Table 7. Performance Measures and Targets (Equipment, Non-Revenue Service Vehicles)

Vehicle Type	Total Vehicles	Beyond Useful Life (Based on ULB)	% Assets Beyond Useful Life	TAMP Performance Target (FY 2027)
Automobiles	4	2	50%	100%
Trucks and Other Rubber Tire Vehicles	2	1	50%	50%



8.0 DECISION SUPPORT

8.1 Summary

The FTA TAM Rule requires that TAM plans include a prioritized list of investments to improve the SGR of their capital assets.

WYDOT used a combination of BlackCat Transit Management System® (including its TAM module) and an Excel-based model to calculate SGR needs and support decision-making. The prioritization of asset replacements for the capital plan is based on age and expected useful life and is intended to provide high-level decision support for budgeting.

WYDOT and participating agencies identify actual assets to be replaced or overhauled based on multiple factors, listed in the Section 8.4 *Investment Prioritization Approach*.

8.2 Historical Funding

For FY 2022 to 2026, WYDOT obligated \$15,231,863 projects for vehicle replacements, new vehicles for service expansion, and vehicle overhauls, of which \$1,620,000 was later de-obligated from cancelled projects. In the same time period, WYDOT obligated \$3,259,177 in projects for facilities, technologies, shop equipment, and other similar items, of which \$881,000 was later de-obligated from cancelled projects. This level of funding is not sufficient to address the backlog to lead to all assets being in an SGR. As a result, the performance targets are set in the plan based on current and forecasted ULBs and historical levels of funding.

8.3 Capital Needs Summary

The capital needs were calculated by extracting a list of all rolling stock from BlackCat Transit Management System®, updating any data discrepancies (e.g., missing in-service date) by contacting the participating agency, and using an Excel-based model to calculate capital needs. The model uses the ULBs listed in this Plan and the performance targets established in this Plan as key inputs. The estimated replacement costs for vehicles were estimated based on recent procurements and existing contracts. Replacement costs have risen sharply for the larger vehicle classes since 2023: an over-the-road bus now costs \$1,095,500 (119 percent more than the 2023 estimate), a bus \$702,800 (56 percent more), a cutaway bus \$157,000 (31 percent more) and a van \$87,500 (9 percent more), while automobile, minivan and sport utility vehicle costs are unchanged. Because cutaway buses make up the largest share of the fleet and of the backlog, the cutaway cost increase has the greatest effect on the capital needs below. Table 8 represents the estimated vehicle replacement costs used to calculate capital needs.



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Table 8. Estimated Vehicle Replacement Costs

Vehicle Type	Estimated Replacement Cost
AO–Automobile	\$60,000
BR–Over-the-Road Bus	\$1,095,500
BU–Bus	\$702,800
CU–Cutaway Bus	\$157,000
MV–Minivan	\$110,000
SV–Sport Utility Vehicle	\$75,000
VN–Van	\$87,500

A summary of rolling stock capital needs based on performance targets is presented in Table 9. A list of potential capital projects (vehicle replacements) is presented in Appendix E for asset management planning purposes by WYDOT (and any participants’ capital improvement plans). While the needs are based on age and useful life benchmark, actual annual awards will be determined on up-to-date asset information (including age, condition, mileage, etc.) presented by the Plan participants through WYDOT’s annual capital fund application process in the spring of each year.

Table 9. Summary of Rolling Stock Capital Needs

Vehicle Type	Performance Target %	2027	2028	2029	2030
AO–Automobile	30%	\$ 60,000	\$ 60,000	\$ 120,000	\$ 60,000
BR–Over-the-Road Bus	50%	\$ -	\$ -	\$ -	\$ -
BU–Bus	10%	\$ 702,800	\$ -	\$ 1,405,600	\$ -
CU–Cutaway Bus	45%	\$ 2,512,000	\$ 628,000	\$ 157,000	\$ -
MV–Minivan	50%	\$ -	\$ 330,000	\$ 990,000	\$ 330,000
SV–Sport Utility Vehicle	20%	\$ 375,000	\$ 150,000	\$ 150,000	\$ 75,000
VN–Van	35%	\$ -	\$ 175,000	\$ 350,000	\$ 700,000
TOTAL DOLLARS		\$ 3,649,800	\$ 1,343,000	\$ 3,172,600	\$ 1,165,000

8.3.1 Changes since the 2023 Plan

The fleet is slightly larger and older than in 2023, yet the modelled replacement need is lower. WYDOT and the participating agencies report 334 active revenue vehicles, compared with 327 in 2023. Of these, 142 vehicles (43 percent) are beyond their ULB, compared with 135 (41 percent) in 2023. The Life Cycle



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Model identifies 68 vehicles for replacement over the four-year Plan horizon (FY 2027 through FY 2030) at an estimated \$9.3 million (Table 9). Over the model's full five-year horizon (FY 2027 through FY 2031) the need is 85 vehicles and \$14.5 million, compared with 130 vehicles and \$19.9 million over five years in the 2023 Plan.³ The table below summarizes the changes.

Measure	2023 Plan	2026 Plan
Active revenue vehicles	327	334
Vehicles beyond ULB	135 (41%)	142 (43%)
Vehicles replaced, five-year model horizon	130	85
Five-year replacement need	\$19.9 million (FY 2024 to FY 2028)	\$14.5 million (FY 2027 to FY 2031)
Four-year replacement need (Plan horizon)	\$16.6 million (FY 2024 to FY 2027)	\$9.3 million (FY 2027 to FY 2030)

Two factors explain why the need fell while the backlog grew. First, the model replaces vehicles down to the adopted performance targets, not to zero. Each year it replaces only enough vehicles of each type to bring that type back to its target share beyond ULB, so the need counts vehicles that cross the target during the horizon rather than every vehicle already beyond its ULB. Second, the timing of replacements has shifted. The 2023 replacement plan included large waves of buses, cutaways and minivans (18 buses, 38 cutaways and 36 minivans over five years); the 2026 model includes 8 buses, 29 cutaways and 17 minivans for the same types. The remaining backlog is concentrated in cutaway buses and sport utility vehicles, the two types furthest above their targets (Table 5).

The dollar needs proportionately decreased less than the vehicle count, because unit costs rose. The 85 vehicles in the 2026 model would have cost \$11.3 million at 2023 Plan unit costs; at 2026 costs they total \$14.5 million, so cost increases add about \$3.2 million to the five-year need and about \$1.6 million to the four-year need in Table 9. The cutaway bus cost increase (31 percent) has the largest effect because cutaways are the most numerous type in both the fleet and the replacement list.

The capital needs in Table 9 reflect replacement down to the adopted performance targets rather than the full backlog. Replacing every vehicle currently beyond its ULB would cost approximately \$22.9 million at 2026 costs.

For facilities and equipment (non-revenue vehicles), WYDOT anticipates obligating funds at historical levels. The funds would be used for updating facility elements that need major work or overhauls, facility expansions, non-revenue vehicle replacements, and for other miscellaneous shop equipment and technology needs. WYDOT also anticipates that most shop equipment and technology obligations and reimbursements will be below the \$50,000 acquisition cost threshold for TAM reporting.

³ The 2023 Plan listed \$19.9 million and 130 vehicles for FY 2024 through FY 2028 (Table 9 and Appendix E of that Plan).



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Some of the anticipated projects are listed in Table 10:

Table 10. Anticipated Facility and Equipment Projects

Agency	Project	Estimated Cost
City of Casper	Purchase Automatic Voice Announcement System for Nine Fixed Route Buses	\$75,000
Eppson Center for Seniors	Facility Rehabilitation - Replace roof and heating system	\$150,000
FCAG - WRTA	Purchase vehicle security cameras	\$72,000
FCAG – WRTA	Purchase Shop Equipment	\$75,000
Southern Teton Area Rapid Transit	Purchase and replace bus wash bay equipment	\$450,000
Southern Teton Area Rapid Transit	Purchase Automatic Passenger Counters and add to fleet	\$250,000
Southern Teton Area Rapid Transit	Bus Stop Improvements - replace bus stop signs, add solar powered lights to some stops, schedule holders	\$276,713
University of Wyoming	Purchase Miscellaneous Equipment - Auger Elevator, Forklift, Kubota Utility Vehicle	\$124,500
University of Wyoming	Construction of new transit hub	\$1,530,152

8.4 Investment Prioritization Approach

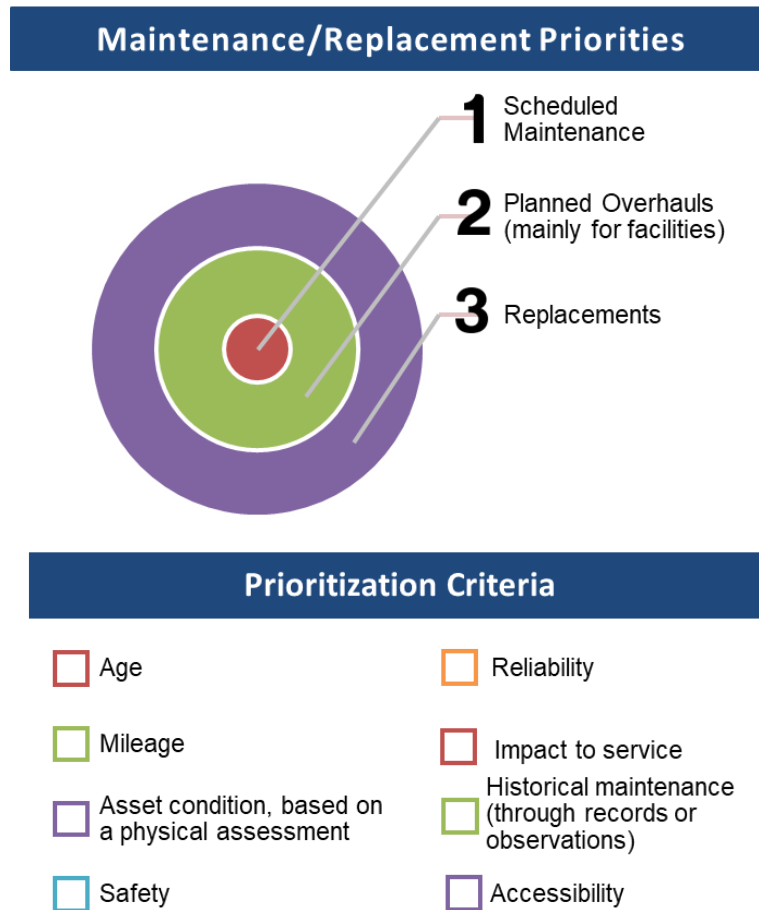
In addition to the capital needs listed for planning purposes, WYDOT and the participating agencies are committed to using funds wisely, and consider each asset replacement holistically, in accordance with the TAM guiding principles listed in this Plan.

The investment prioritization approach prioritizes scheduled maintenance activities, followed by planned overhauls (i.e., activities to achieve the expected life of an asset, mainly applicable to facilities), and replacement (Figure 10). Planned overhaul activities include any major component replacements on facilities. The approach prioritizes overhauls of customer-serving facilities (i.e., passenger facilities) among facilities. Agencies typically do not overhaul vehicles given the usage patterns. Some notable exceptions were during Covid times when replacements were not easily available, and some agencies chose to do engine overhauls.

The scheduled maintenance and overhaul activities enable agencies to get to the planned useful life from their assets (and in many cases, exceeding them), thus reducing the total cost of ownership.



Figure 10. Investment Prioritization Approach



When the asset is due for major overhaul or replacement based on its planned useful life, agencies use a holistic set of evaluation criteria to establish priorities (listed in Table 11). These criteria are intended to make informed decisions and provide a structured but flexible framework for informed decision support. These criteria include, but are not limited to, the following (Table 11):

Table 11. Prioritization Decision Support Criteria

Criterion	Explanation
Age	Is the asset beyond its useful life benchmark and/or its planned useful life? If yes, how many years is it past its useful life?
Mileage (for rolling stock)	Is the vehicle past its expected mileage use?
Asset condition, based on a physical assessment	What is the condition of the asset (or its component, in case of facilities)?



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Criterion	Explanation
Safety	Is the asset or the component safe to operate?
Reliability	Is the asset reliable, or does it fail unexpectedly?
Impact to service	Has the asset condition, age, or other parameters adversely affected the service it provides (e.g., AC unit keeps failing)?
Historical maintenance (through records or observations)	Has the asset been maintained correctly, or did it have extra maintenance that might extend its life (e.g., engine overhaul)?
Accessibility	Will overhauling or replacing the asset or elements (for facilities) increase accessibility and/or ADA compliance?

Specific elements related to prioritization of different asset classes are as follows:

8.4.1 Rolling Stock Prioritization

For rolling stock (revenue and non-revenue vehicles), Table 12 shows the vehicle categories and types, along with their expected useful life and typical expected mileage used in the prioritization process.

Table 12. Vehicle Types and Properties

Vehicle Type	Category	Length	Seats	Useful Life Benchmark (Years)	Typical Expected Miles
Bus, Over-the-Road Bus	Heavy-Duty Large Bus	35–40+ ft	27 to 40+	14	500,000
Bus	Heavy-Duty Small Bus	30–35 ft	24 to 35	12	350,000
Cutaway	Medium-Sized Cutaway	25–30 ft	16 to 30	7 to 10	200,000
Cutaway	Light-Duty Mid-Sized Cutaway	20–25 ft	8 to 16	7 to 10	150,000
Cutaway	Light-Duty Small Cutaway	16–22 ft	3 to 14	7 to 10	100,000 to 150,000
Van	Van	-	3 to 15	8	100,000
Automobile, Minivan, Sports Utility Vehicle	Automobile	-	3 to 7	8	100,000



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8.4.2 Facilities Prioritization

Facilities are longer-term assets with various elements having different life spans. The agencies consider the condition of different elements to consider their overhaul or replacements. Agencies typically consider a facility element breakdown similar to the elements listed in the *FTA Condition Assessment Calculation* Guidebook, but agencies do not strictly follow the breakdown.

Many of the facility elements have a lower life expectancy than the life of the facility. Projects to replace major components in any of these elements are considered as overhaul projects (e.g., replacing major components with the Heating, Ventilation, Air Conditioning system).

Table 13 shows typical useful lives for different facility elements. This information serves as guidance to WYDOT and plan participants in considering major overhaul and replacement for the elements and their components.

Table 13. Typical Useful Lives for Facility Elements

Element	Typical Useful Life (in years)
Substructure	40-60, varies by material
Shell	25 (roof)–60 (shell)
Interiors	15 (interior finishes), 20 (drywall, partitions, etc.), 60 (stairs)
Conveyance	20–30
Plumbing	25 (fixtures)–50 (rough-in)
HVAC	20-25 (equipment and controls); 50 years (distribution system)
Fire Protection	40–45
Electrical	30–60
Equipment / Fare Collection	25-50, depending on piece of equipment
Site	40-60 (15-20 for asphalt)

8.4.3 Equipment Prioritization

As mentioned earlier in this Plan, the participating agencies did not report any equipment (other than non-revenue service vehicles) with an acquisition value of over \$50,000 that was funded by FTA. The same criteria applied to revenue vehicles are applied to non-revenue vehicle replacements—but the non-revenue vehicle replacements are typically considered a lower priority than revenue vehicles.



9.0 CONTINUOUS IMPROVEMENT

Note: This section is not required for a Group TAM Plan but is included as a good practice.

The Plan participants (agencies), in coordination with WYDOT, will review this TAM plan and revise it at a minimum of every 4 years. The participants, in coordination with WYDOT, will update their asset inventory annually to align with annual NTD reporting. WYDOT and the participants may decide to update this TAM plan more frequently if there are significant and unexpected changes to its asset inventory, asset condition, funding levels, or policies that may reshape investment prioritization.



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APPENDIX A. U.S. 49 CFR REQUIREMENTS

Ref #	U.S. 49 CFR 625 Reference	Requirement	Group TAM Plan Section for Compliance
A TAM plan for Tier II operators must include the following elements:			
1	49 CFR § 625.25 (b)(1)	Inventory of the number and type of all capital assets a provider owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle	<i>Section 6 Capital Asset Inventory</i>
2	49 CFR § 625.25 (b)(1)	An inventory must also include third-party owned or jointly-procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation	<i>Section 6 Capital Asset Inventory</i>
3	49 CFR § 625.25 (b)(2)	Condition assessment of those inventoried assets for which a provider has direct capital responsibility and to level of detail to monitor, predict performance of assets, and inform investment prioritization	<i>Section 7 Condition and Performance</i>
4	49 CFR § 625.25 (b)(3)	Description of analytical processes or decision-support tools to estimate capital investment needs over time and develop its investment prioritization	<i>Section 8 Decision Support</i>
5	49 CFR § 625.25 (b)(4)	Project-based prioritization of investments	<i>Section 8 Decision Support</i>
The following elements are required for Tier I operators but optional for Tier II operators:			



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Ref #	U.S. 49 CFR 625 Reference	Requirement	Group TAM Plan Section for Compliance
6	49 CFR § 625.25 (b)(5)	Provider's TAM and SGR policy	N/A
7	49 CFR § 625.25 (b)(6)	Provider's TAM plan implementation strategy	N/A
8	49 CFR § 625.25 (b)(7)	A description of key TAM activities that a provider intends to engage in over the TAM plan horizon period	N/A
9	49 CFR § 625.25 (b)(8)	A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan	N/A
10	49 CFR § 625.25 (b)(9)	An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices to ensure the continuous improvement of its TAM practices	N/A
When developing its investment prioritization, providers must:			
11	49 CFR § 625.33 (a)	Include an investment prioritization that identifies a provider's program and projects to improve or manage the SGR of capital assets for which the provider has direct capital responsibility over the TAM plan horizon period	Prioritization of investments by year are presented in <i>Section 8 Decision Support</i> in the TAM plan
12	49 CFR § 625.33 (b)	Rank projects to improve or manage the SGR of capital assets in order of priority and anticipated project year	Prioritization of investments by year are presented in <i>Section 8 Decision Support</i> in the TAM plan



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Ref #	U.S. 49 CFR 625 Reference	Requirement	Group TAM Plan Section for Compliance
13	49 CFR § 625.33 (c)	Ensure provider's project rankings are consistent with its TAM policy and strategies	Prioritization of investments by year is presented in <i>Section 8 Decision Support</i> in the TAM plan. Tier II agencies/operators are not required to have a TAM policy and strategy in place.
14	49 CFR § 625.33 (d)	Give due consideration to those state of good repair projects to improve that pose an identified unacceptable safety risk	Safety has been included as a prioritization criterion in the investment prioritization approach for each asset class in <i>Section 8 Decision Support</i> .
15	49 CFR § 625.33 (e)	Take into consideration its estimation of funding levels from all available sources that it reasonably expects will be available in each fiscal year during the TAM plan horizon period	Prioritization of investments by year is presented in <i>Section 8 Investment Prioritization</i> in the TAM plan. The list of investments considers available funding and funding constraints (following historical funding availability). A planned list of capital projects is in Appendix E.
16	49 CFR § 625.33 (f)	Take into consideration requirements under 49 CFR 37.161 and 37.163 concerning maintenance of accessible features and the requirements under 49 CFR 37.43 concerning alteration of transportation facilities	Prioritization of investments by year is presented in <i>Section 8 Decision Support</i> in the TAM plan. Investments consider accessibility and ADA compliance.



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APPENDIX B. PLAN PARTICIPANTS AND ASSET INVENTORY

Agency	Type	Vehicles	Facilities	Equipment (Service Vehicles)
Assisted Care Facility	Senior Center	1	1	0
Buffalo Senior Center, Inc.	Senior Center	5	1	0
Campbell County Senior Citizens Association, Inc.	Senior Center	8	1	0
Carbon County Senior Services, Inc.	Senior Center	5	1	0
Child Development Services of Fremont County, Inc.	Other	16	2	0
City of Casper	Dedicated Transit Agency/Branch	21	2	0
City of Cheyenne Transit Program	Dedicated Transit Agency/Branch	19	2	2
Cody Council on Aging, Inc.	Senior Center	7	1	0
Converse County Aging Services, Inc.	Senior Center	6	3	0
Crook County Senior Services, Incorporated	Senior Center	6	1	0
Diversified Services, Inc.	Other	12	1	0
Eppson Center for Seniors, Inc.	Senior Center	6	1	0
Fremont County Association of Governments	Dedicated Transit Agency/Branch	18	1	1
Goshen County Senior Friendship Center	Senior Center	7	2	0
High Country Senior Citizens	Senior Center	3	1	0
Hot Springs County Senior Citizens Center, Inc.	Senior Center	3	0	0
Kemmerer Senior Citizens Association	Senior Center	2	2	0
Lander Senior Citizens Center, Inc.	Senior Center	6	0	0
Meeteetse Recreation District	Recreation/Social Center	3	1	0
Niobrara Senior Center, Inc.	Senior Center	4	1	0
North Big Horn Senior Center, Inc.	Senior Center	7	0	0
Pine Bluffs Senior Center, Inc.	Senior Center	2	1	0
Powell Senior Citizens A-Go Go, Inc.	Senior Center	4	2	1
Rehabilitation Enterprises of North Eastern Wyoming	Other	12	0	0
Rendezvous Pointe	Senior Center	3	0	0
Riverton Senior Citizens Center, Inc.	Senior Center	0	1	0
Senior Center of Jackson Hole, Inc.	Senior Center	3	2	0



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Agency	Type	Vehicles	Facilities	Equipment (Service Vehicles)
Senior Citizens Council	Dedicated Transit Agency/Branch	14	2	0
Services for Seniors, Inc.	Senior Center	5	2	0
South Big Horn Senior Citizens, Inc.	Senior Center	6	0	0
Southern Teton Area Rapid Transit	Dedicated Transit Agency/Branch	41	1	1
Southwest Sublette County Pioneers, Inc.	Senior Center	3	1	0
Sweetwater County Transit Authority	Dedicated Transit Agency/Branch	14	0	1
Ten Sleep Senior Center	Senior Center	3	1	0
Thayne Senior Center	Senior Center	4	1	0
Town of Shoshoni	Other (Transfer Station)	0	1	0
Uinta Senior Citizens, Inc.	Senior Center	5	2	0
University of Wyoming	Dedicated Transit Agency/Branch	35	5	0
Washakie County Senior Citizens Center	Senior Center	6	1	0
Weston County Senior Services	Senior Center	7	1	0
Wind River Inter-Tribal Council Transit	Recreation/Social Center	2	1	0
TOTAL	41 agencies	334	50	6



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APPENDIX C. ROLLING STOCK BY AGENCY

Agency	AO - Automobile	BR - Over-the- Road Bus	BU - Bus	CU - Cutaway Bus	MV - Minivan	SV - Sport Utility Vehicle	VN - Van	Grand Total
Assisted Care Facility				1				1
Buffalo Senior Center, Inc.					2		3	5
Campbell County Senior Citizens Association, Inc.				1	4		3	8
Carbon County Senior Services, Inc.				2	2		1	5
Child Development Services of Fremont County, Inc.				6	2	8		16
City of Casper				18	1		2	21
City of Cheyenne Transit Program				11			8	19
Cody Council on Aging, Inc.	1			2	4			7
Converse County Aging Services, Inc.				2	2		2	6
Crook County Senior Services, Incorporated					6			6
Diversified Services, Inc.					3		9	12
Eppson Center for Seniors, Inc.				2	4			6
Fremont County Association of Governments			1	11	5		1	18
Goshen County Senior Friendship Center				2	3		2	7
High Country Senior Citizens				1	1		1	3
Hot Springs County Senior Citizens Center, Inc.				1	2			3



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Agency	AO - Automobile	BR - Over-the- Road Bus	BU - Bus	CU - Cutaway Bus	MV - Minivan	SV - Sport Utility Vehicle	VN - Van	Grand Total
Kemmerer Senior Citizens Association				1			1	2
Lander Senior Citizens Center, Inc.				2	3		1	6
Meeteetse Recreation District				1		1	1	3
Niobrara Senior Center, Inc.				1	3			4
North Big Horn Senior Center, Inc.					6	1		7
Pine Bluffs Senior Center, Inc.					1		1	2
Powell Senior Citizens A-Go Go, Inc.					3		1	4
Rehabilitation Enterprises of North Eastern Wyoming	2			6	4			12
Rendezvous Pointe					1		2	3
Riverton Senior Citizens Center, Inc.								0
Senior Center of Jackson Hole, Inc.	1			2				3
Senior Citizens Council	1			9	3		1	14
Services for Seniors, Inc.				3	2			5
South Big Horn Senior Citizens, Inc.				1	4		1	6
Southern Teton Area Rapid Transit		10	28	3				41
Southwest Sublette County Pioneers, Inc.				1	1	1		3
Sweetwater County Transit Authority				12			2	14
Ten Sleep Senior Center	1						2	3
Thayne Senior Center						2	2	4
Town of Shoshoni								0
Uinta Senior Citizens, Inc.	1			2		1	1	5
University of Wyoming			13	9	6	2	5	35



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Agency	AO - Automobile	BR - Over-the- Road Bus	BU - Bus	CU - Cutaway Bus	MV - Minivan	SV - Sport Utility Vehicle	VN - Van	Grand Total
Washakie County Senior Citizens Center	1			1	2		2	6
Weston County Senior Services			1		6			7
Wind River Inter-Tribal Council Transit				2				2
Grand Total	8	10	43	116	86	16	55	334



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APPENDIX D. ROLLING STOCK USEFUL LIFE BENCHMARKS

Agency	Vehicle Type						
	AO–Automobile	BR–Over-the-Road Bus	BU–Bus	CU–Cutaway Bus	MV–Minivan	SV–Sport Utility Vehicle	VN–Van
Assisted Care Facility				10			
Buffalo Senior Center, Inc.				10	8		8
Campbell County Senior Citizens Association, Inc.				10	8		8
Carbon County Senior Services, Inc.				10	8		8
Child Development Services of Fremont County, Inc.	8			10	8	8	8
City of Casper				7	8		8
City of Cheyenne Transit Program			14	7			8
Cody Council on Aging, Inc.	8			10	8		
Converse County Aging Services, Inc.				10	8		8
Crook County Senior Services, Incorporated					8		
Diversified Services, Inc.	8				8		8
Eppson Center for Seniors, Inc.				10	8		
Fremont County Association of Governments			14	7	8		8
Goshen County Senior Friendship Center				10	8		8
High Country Senior Citizens				10	8		8
Hot Springs County Senior Citizens Center, Inc.	8			10	8	8	
Kemmerer Senior Citizens Association				10			8
Lander Senior Citizens Center Inc.				10	8		8
Meeteetse Recreation District				10		8	8
Niobrara Senior Center, Inc.				10	8		
North Big Horn Senior Center, Inc.					8	8	
Pine Bluffs Senior Center, Inc.					8		8
Powell Senior Citizens A-Go Go, Inc.					8		8
Rehabilitation Enterprises of North Eastern Wyoming	8			10	8	8	8
Rendezvous Pointe					8	8	8



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Agency	Vehicle Type						
	AO-Automobile	BR-Over-the-Road Bus	BU-Bus	CU-Cutaway Bus	MV-Minivan	SV-Sport Utility Vehicle	VN-Van
Riverton Senior Citizens Center, Inc.			14	10	8		
Senior Center of Jackson Hole, Inc.	8			10		8	
Senior Citizens Council	8			7	8	8	8
Services for Seniors, Inc.				10	8		
South Big Horn Senior Citizens, Inc.				10	8		8
Southern Teton Area Rapid Transit		14	14	7			
Southwest Sublette County Pioneers, Inc.				10	8	8	
Sweetwater County Transit Authority				7	8		8
Ten Sleep Senior Center	8				8		8
Thayne Senior Center						8	8
Uinta Senior Citizens, Inc.	8			10	8	8	8
University of Wyoming			14	7	8	8	8
Washakie County Senior Citizens Center	8			10	8		8
Weston County Senior Services			14		8		
Wind River Inter-Tribal Council Transit				10			



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APPENDIX E. LIST OF PLANNED CAPITAL PROJECTS

Vehicle Type	Agency	2027	2028	2029	2030
AO - Automobile	Senior Center of Jackson Hole, Inc.	\$60,000			
AO - Automobile	Cody Council on Aging, Inc.		\$60,000		
AO - Automobile	Senior Citizens Council			\$60,000	
AO - Automobile	Uinta Senior Citizens, Inc.			\$60,000	
AO - Automobile	Rehabilitation Enterprises of North Eastern Wyoming				\$60,000
BU - Bus	Southern Teton Area Rapid Transit	\$702,800			
BU - Bus	Southern Teton Area Rapid Transit			\$702,800	
BU - Bus	Southern Teton Area Rapid Transit			\$702,800	
CU - Cutaway Bus	Southern Teton Area Rapid Transit	\$157,000			
CU - Cutaway Bus	Child Development Services of Fremont County, Inc.	\$157,000			
CU - Cutaway Bus	Senior Center of Jackson Hole, Inc.	\$157,000			
CU - Cutaway Bus	Fremont County Association of Governments	\$157,000			
CU - Cutaway Bus	Lander Senior Citizens Center Inc.	\$157,000			
CU - Cutaway Bus	Southern Teton Area Rapid Transit	\$157,000			
CU - Cutaway Bus	Rehabilitation Enterprises of North Eastern Wyoming	\$157,000			
CU - Cutaway Bus	Lander Senior Citizens Center Inc.	\$157,000			
CU - Cutaway Bus	Child Development Services of Fremont County, Inc.	\$157,000			
CU - Cutaway Bus	Fremont County Association of Governments	\$157,000			
CU - Cutaway Bus	Child Development Services of Fremont County, Inc.	\$157,000			
CU - Cutaway Bus	Goshen County Senior Friendship Center	\$157,000			
CU - Cutaway Bus	Child Development Services of Fremont County, Inc.	\$157,000			
CU - Cutaway Bus	Cody Council on Aging, Inc.	\$157,000			
CU - Cutaway Bus	Sweetwater County Transit Authority	\$157,000			
CU - Cutaway Bus	Sweetwater County Transit Authority	\$157,000			
CU - Cutaway Bus	Child Development Services of Fremont County, Inc.		\$157,000		
CU - Cutaway Bus	Hot Springs County Senior Citizens Center, Inc.		\$157,000		
CU - Cutaway Bus	Fremont County Association of Governments		\$157,000		



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Vehicle Type	Agency	2027	2028	2029	2030
CU - Cutaway Bus	Goshen County Senior Friendship Center		\$157,000		
CU - Cutaway Bus	Meeteetse Recreation District			\$157,000	
MV - Minivan	Child Development Services of Fremont County, Inc.		\$110,000		
MV - Minivan	Pine Bluffs Senior Center, Inc.		\$110,000		
MV - Minivan	North Big Horn Senior Center, Inc.		\$110,000		
MV - Minivan	Washakie County Senior Citizens Center			\$110,000	
MV - Minivan	Crook County Senior Services, Incorporated			\$110,000	
MV - Minivan	Southwest Sublette County Pioneers, Inc.			\$110,000	
MV - Minivan	Child Development Services of Fremont County, Inc.			\$110,000	
MV - Minivan	Goshen County Senior Friendship Center			\$110,000	
MV - Minivan	Diversified Services, Inc.			\$110,000	
MV - Minivan	Cody Council on Aging, Inc.			\$110,000	
MV - Minivan	Goshen County Senior Friendship Center			\$110,000	
MV - Minivan	Weston County Senior Services			\$110,000	
MV - Minivan	High Country Senior Citizens				\$110,000
MV - Minivan	Diversified Services, Inc.				\$110,000
MV - Minivan	South Big Horn Senior Citizens, Inc.				\$110,000
SV - Sport Utility Vehicle	Child Development Services of Fremont County, Inc.	\$75,000			
SV - Sport Utility Vehicle	Child Development Services of Fremont County, Inc.	\$75,000			
SV - Sport Utility Vehicle	Child Development Services of Fremont County, Inc.	\$75,000			
SV - Sport Utility Vehicle	Child Development Services of Fremont County, Inc.	\$75,000			
SV - Sport Utility Vehicle	North Big Horn Senior Center, Inc.	\$75,000			
SV - Sport Utility Vehicle	Child Development Services of Fremont County, Inc.		\$75,000		
SV - Sport Utility Vehicle	Thayne Senior Center		\$75,000		
SV - Sport Utility Vehicle	Uinta Senior Citizens, Inc.			\$75,000	
SV - Sport Utility Vehicle	University of Wyoming			\$75,000	
SV - Sport Utility Vehicle	University of Wyoming				\$75,000
VN - Van	Sweetwater County Transit Authority		\$87,500		
VN - Van	Sweetwater County Transit Authority		\$87,500		
VN - Van	Uinta Senior Citizens, Inc.			\$87,500	
VN - Van	Rendezvous Pointe			\$87,500	
VN - Van	Diversified Services, Inc.			\$87,500	



**Wyoming Department of Transportation
Group Transit Asset Management Plan**

Vehicle Type	Agency	2027	2028	2029	2030
VN - Van	Thayne Senior Center			\$87,500	
VN - Van	Diversified Services, Inc.				\$87,500
VN - Van	Lander Senior Citizens Center Inc.				\$87,500
VN - Van	Meeteetse Recreation District				\$87,500
VN - Van	University of Wyoming				\$87,500
VN - Van	University of Wyoming				\$87,500
VN - Van	Powell Senior Citizens A-Go Go, Inc.				\$87,500
VN - Van	South Big Horn Senior Citizens, Inc.				\$87,500
VN - Van	Diversified Services, Inc.				\$87,500

Table 14. Additional Project Needs from Participants' Improvement Plans/Programs

City of Casper

Project Identification Number PIN	Capital Description	Fund Source	Project Year									
			2027		2028		2029		2030		2031	
			Cost	Source	Cost	Source	Cost	Source	Cost	Source	Cost	Source
T1	24 Passenger LINK Bus replacing Bus #88	Local	\$42,000	TBD								
		Federal	\$238,000	5307								
T2	24 Passenger LINK Bus replacing Bus #89, #97, #103	Local	\$42,000	TBD					\$45,000	TBD	\$45,000	TBD
		Federal	\$238,000	5307					\$255,000	5307	\$255,000	5307
T3	16 Passenger ASSIST bus replacing Bus #87, #90, #91, #92, #93	Local	\$30,000	TBD	\$31,500	TBD	\$33,000	TBD	\$31,500	TBD	\$33,750	TBD
		State	\$170,000	5339	\$178,500	5339	\$187,000	5339	\$178,500	5339	\$191,250	5339
T4	Covered Transit Bus Yard Parking	Local			\$260,000	TBD						
		Federal			\$1,040,000	Homeland Security						
T5	2 Transit Shelters	Local	\$7,000	TBD	\$7,400	TBD	\$8,000	TBD	\$8,600	TBD	\$9,200	TBD
		Federal	\$28,000	5307	\$29,600	5307	\$32,000	5307	\$34,400	5307	\$36,800	5307
T6	AVA/MDT/LED Smart Sense Internal Signs	Local	\$12,000	TBD								
		Federal	\$48,000	5339								
		Local										
		Federal										