



COLORADO

Department of Transportation

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DATE: September 11, 2020
TO: Transit & Rail Advisory Committee (TRAC)
FROM: David Krutsinger, Director, Division of Transit & Rail
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SUBJECT: Policy Directive 14 Briefing - Proposed Objectives for Transit

Purpose

The purpose of this memo is to provide information for the proposed revisions to Policy Directive 14 (PD-14) related to Transit. The revisions are being undertaken while PD-14 is being updated to align it with the budget/planning structure, and revisions are also necessary to bring PD-14 into conformance with updated Federal Transit Administration (FTA) requirements and the FTA-accepted Colorado DOT Transit Asset Management Group Plan (Group TAM Plan).

Action

Information and discussion only; no action required. Transportation Commission will take action on this in October.

Background

Transit assets are unlike highway assets. While CDOT owns the Bustang and Bustang Outrider fleet vehicles (operated by subrecipients/contractors), the majority of transit assets in the state are not owned, operated, or maintained by CDOT. Rather, CDOT passes through funds to assist subrecipients with asset acquisition and operating costs. It is CDOT's responsibility to ensure agencies participate in the required planning process, designed to maintain and/or improve the state of good repair of transit assets, guide the prioritization of pass-through funds, and fulfill annual reporting requirements.

A. Current Infrastructure Condition Goal Area

The current objective for the Transit Asset Condition performance measure is to “[m]aintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.” Since PD-14 was last revised, FTA changed and expanded its performance measures for capital assets.

The FTA's October 1, 2016 Transit Asset Management (TAM) Rule established new asset management planning and reporting requirements for 49 U.S.C. Chapter 53 funding recipients and subrecipients that own, operate, or manage capital assets in the provision of public transportation. The TAM Rule requires transit agencies to develop a TAM Plan to prioritize and guide investments in transit assets to keep the transit system in a State of Good Repair (SGR). The TAM Rule also requires DOTs to sponsor a Group Plan for all Tier II transit agencies who wish to participate. Tier II agencies are those that do not operate fixed-guideway and have less than 100 vehicles operating during peak service hours. The Group TAM Plan was completed in the Fall of 2018 and includes approximately 53 small urban and rural public transportation providers who offer a combination of fixed-route, demand response, and other specialized transportation services throughout the State. The Group TAM Plan incorporated FTA's performance measures for SGR and set performance targets for CY 2019.

B. Current System Performance Goal Area

The transit performance measures—Transit Utilization (ridership statewide for small urban and rural “transit grantees”) and Transit Connectivity (revenue service miles provided)—and objectives include increasing the ridership of the small urban and rural transit agencies by at least an average of 1.5% statewide over a five-year

period beginning with 2012. A second objective, related to CDOT-funded regional, inter-regional, and inter-city passenger service, aims to maintain or increase the total number of revenue service miles over that recorded for 2012. The baseline assumptions for both objectives need to be updated.

Details

A. Proposed Asset Management Goal Area

1. Small Urban & Rural Transit Agencies

The Transit Asset Management performance measure in PD-14 needs to be revised to reflect the changes made by FTA in its TAM Rule. Notably, FTA added performance measures for equipment and facilities, and changed from a condition-based measure for vehicles to an age-based measure, as shown in Table 1.

Table 1. Proposed Performance Measures

State of Good Repair (SGR) Performance Measures	
Rolling Stock	The percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).
Equipment	The percentage of service and maintenance vehicles (non-revenue) that have either met or exceeded their ULB.
Facilities	The percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model (TERM) 5-point scale.

ULB is the age at which an asset has reached the end of its economic useful life (the beginning being equal to its year of manufacture). FTA determined a default age for each asset class and those defaults were incorporated into the Group TAM Plan. Assets older than the default age are considered to be out of, or beyond, a state of good repair and should be prioritized for replacement. TERM is a 5-point scale for local agencies to assess the condition of their transit facilities. A facility assessed below 3.0 is considered to be out of a state of good repair and should be prioritized for repair or replacement.

The TAM Rule also outlined annual reporting and targeting requirements about the SGR of transit assets. It requires CDOT and the Group TAM Plan agencies to report to FTA the number and type of active assets in each asset class for the report year. Once reporting is finalized, FTA calculates the percent performance for that year. CDOT, as the Group TAM Plan sponsor, sets realistic and achievable targets for the next year based on many factors, including report year performance. Table 2 shows 2018 performance (the first year under the new performance measures), 2019 performance, and the targets set for 2020.

FTA requires that once a transit agency receives 49 U.S.C. Chapter 53 funding for public transportation, they are required to report all of their transit assets to FTA, regardless of funding source, for as long as they continue to have at least one FTA-funded asset in active service.

Table 2. Proposed Objectives and Targets

% of Asset Class Beyond SGR for Rural and Small Urban Transit Agencies				
Asset Category	Asset Class	2018 Performance	2019 Performance	2020 Target
Rolling Stock / Revenue Vehicles	AB - Articulated Bus	66.67	0.00	0.00
	AO - Automobile	26.67	21.43	28.00
	BR - Over-the-road Bus	16.67	17.95	17.50
	BU - Bus	19.05	24.81	26.00
	CU - Cutaway	26.09	24.61	23.00
	MV - Minivan	36.61	23.85	21.50
	OR - Other	13.04	12.50	0.00
	SV - Sports Utility Vehicle	50.00	40.00	40.00
	TR - Aerial Tramway	83.82	83.82	86.76
	VN - Van	12.84	13.79	17.50
Equipment	Automobiles	60.98	63.64	63.64
	Trucks and Other Rubber Tire Vehicles	9.52	14.29	15.00
Facilities	Passenger/Parking Facilities	3.20	2.78	2.50
	Administrative/Maintenance Facilities	9.52	8.89	8.50

Source: National Transit Database Narrative Report for CY2019

2. *Bustang & Bustang Outrider*

The Transit Asset Management performance measure should also be updated to include CDOT’s Bustang and Bustang Outrider fleet vehicles. CDOT is not required to report on the SGR of these vehicles to FTA, but for the ease of data collection and reporting, the SGR asset classes and ULB defaults discussed above will be utilized.

CDOT is currently planning and constructing a number of Bustang mobility hubs and Bustang Outrider stops, as well as other CDOT-owned and shared transit facilities. Performance measures for those will be considered in the next PD-14 revision.

B. Proposed Mobility Goal Area

1. *Environmental Impact Objective*

Colorado will take specific actions to meet the transit vehicle goals specified in its 2020 Electric Vehicle Plan to convert the state transit fleet to 100 percent zero emission vehicles (ZEV) by 2050, with an interim target of at least 1,000 (25 percent) ZEV by 2030.

2. *Multimodal Options Objective*

Bustang & Bustang Outrider: Restore Bustang and Bustang Outrider ridership to pre-COVID-19 levels (FY2019 baseline of 238,135 riders) and increase overall ridership by 5 percent each year from 2019 levels.

Small Urban & Rural Transit Agencies: Increase unlinked passenger trips from small urban and rural transit agencies proportional to population growth from 2019 levels.

Policy Options

1. TRAC may support the principles and goals in their entirety.
2. TRAC may provide advice for further development and/or clarification prior to TC adoption in October.
3. TRAC may request a special meeting in October to further review the recommendations.

Next Steps

1. DTR will conduct input sessions between now and the April “super call”, at which time DTR plans to use useful life benchmarks (ULBs), rather than minimum useful life (MUL) for vehicle replacement evaluation. This means vehicles will need to be anywhere from two to 10 years older than MUL to score competitively.
2. DTR will engage in policy making surrounding the aspirational goal of 1,000 electric buses, or approximately 25% of all transit agency buses by 2030. Prior TRAC discussion has suggested support, in principle, for electric bus conversion if additional money is made available on a continuing basis.

Attachment
Presentation