



COLORADO

Department of Transportation

Division of Transit & Rail

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DATE: September 14, 2018
TO: Transit & Rail Advisory Committee (TRAC)
FROM: Michael Snow, Transit Infrastructure Specialist, CDOT Division of Transit and Rail
SUBJECT: CDOT Group Transit Asset Management Plan

Purpose

The purpose of this memorandum is to provide an overview of the FTA's asset management rule and the status of CDOT's development of a Group Transit Asset Management (TAM) Plan for smaller agencies in Colorado.

Action

Review and comment this month, with action requested in November.

Background

In July 2016, the FTA published the National Transit Asset Management Final Rule (49 U.S.C. 625) defining the term "state of good repair" (SGR) and establishing requirements for transit asset management for FTA recipients (e.g. CDOT) and sub-recipients (e.g. transit agencies receiving sub-awards from CDOT). The rule applies to all transit agencies that receive federal funds through 49 U.S.C Chapter 53 and own, *operate or manage* capital assets used for public transportation. Major provisions of the rule include:

- Each agency is required to either develop its own TAM Plan or participate in a group plan.
- Each agency is required to assess the conditions of its assets at least every three years.
- Agencies need to report overall SGR measures to FTA and set one-year SGR targets annually. This reporting is handled through the National Transit Database (NTD). Measures that need to be reported include 1) percent of revenue and non-revenue vehicles exceeding a specified Useful Life Benchmark age (ULB), 2) percent of facilities not in SGR (overall condition of 1 or 2 on the 5-point Transit Economic Requirements Model scale), and 3) percent of guideway under speed restrictions for rail guideway.
- State DOTs, including CDOT, are required to develop Group TAM Plans on behalf of smaller "Tier 2" agencies to reduce the planning and reporting burden on those agencies.

CDOT provides some level of Federal and/or State funding support to approximately 93 transit agencies in Colorado, including both public and specialized transit providers. The TAM Rule applies to 59 FTA-funded, public transportation providers, of which 53 are Tier 2 agencies that have opted to participate in CDOT's 2018 Group TAM Plan.

Development of CDOT's Group TAM Plan has been progressing for approximately two years. In late 2016 and early 2017, existing asset conditions (%SGR) were determined and initial performance targets were set. CDOT's transit asset database has since undergone an extensive redesign to capture more accurate and comprehensive inventory of agencies' assets and their conditions. Drafts of the Group TAM Plan document got underway in July, with completion anticipated by October 2018.

Details

The Group TAM Plan is a business model that uses the condition of assets to guide the optimal prioritization of capital spending in order to keep the transit system in a State of Good Repair. Per the TAM Rule, this plan contains the following elements:

- Asset Inventory: An inventory of the number and type of capital assets to include: Rolling Stock (vehicles), Facilities, and Equipment.
- Asset Condition Assessment: A condition assessment of those inventoried assets for which agencies have direct capital responsibility.
- Decision Support Tools & Management Approach: A description of the analytical processes and decision-support tools used to estimate capital investment needs over time, and to develop its investment prioritization.
- Investment Prioritization: The project-based prioritization of capital investments based on CDOT's reasonably anticipated Federal and State funding available.



The following is a summary of the asset conditions in this Group TAM Plan:

Category	Type	Inventory	% Not in SGR	Measure
Rolling Stock	Revenue Vehicles	1,086	27.7%	Percent of vehicles that are beyond the Useful Life Benchmark (ULB) age
	Service Vehicles	60	26.7%	
	Combined	1,146	27.7%	
Facilities	Admin/Maintenance Facilities	64	15.6%	Percent of facilities rated below 3.0 (in a fair or poor rating) on the FTA Transit Economic Requirements Model (TERM) scale
	Passenger & Parking Facilities	190	2.1%	
	Combined	254	5.0%	

The Group TAM Plan will analyze groupings of vehicles and facilities by asset class to set SGR performance targets for the 2019 plan year. The Transit Asset Prioritization Tool (TAPT) implemented by CDOT's contractor, Spy Pond Partners, will support the analysis of SGR needs and the anticipated Federal and State funding available to provide the basis for a prioritized list of SGR investments.

At the time of this writing, outputs from the TAPT tool are being examined, and a summary recommendation of SGR investments will be provided to the Committee for review and comment during the meeting.

Input Requested

The TRAC is requested to review and comment on the Group TAM Plan SGR analysis and recommended prioritization of capital investments.

Next Steps

The final chapters of the Group TAM Plan document describing the analytical processes and prioritization of investments will be completed and distributed to plan participants for comments in September. The Plan will be reviewed by the Transit & Intermodal subcommittee and by the Transit & Rail Advisory Committee in anticipation of completion by October 2018. Following completion, the Plan will be brought to TRAC for a recommendation, and to the Transportation Commission for formal adoption in November.

