



COLORADO

Department of Transportation

Policy Directive 14 Revisions Transit and Rail Advisory Committee

March 13, 2020

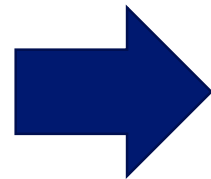


1. Provides framework for CDOT's transportation planning process
2. Sets performance objectives to guide distribution of financial resources:
 - Statewide Transportation Plan
 - Statewide Transportation Improvement Program (STIP)
 - Annual Budget



PD 14 Goal Areas & Objectives

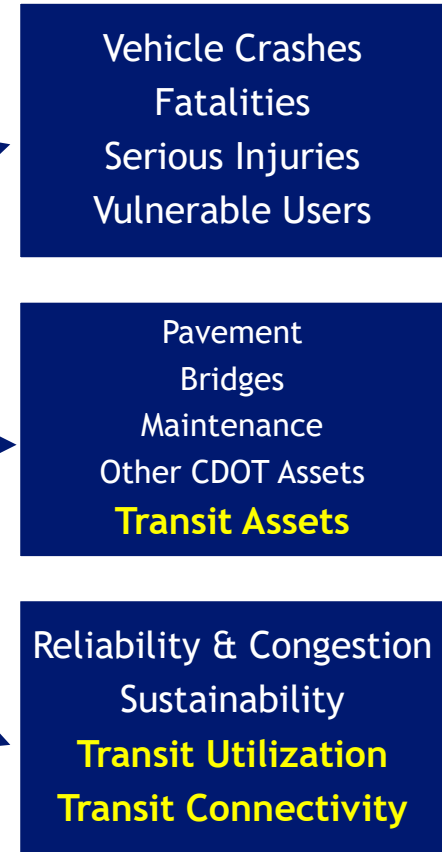
Previous Goal Areas



Proposed Goal Areas



Objective Topics





Current PD 14 Infrastructure Condition Goal

Measure: Transit Asset Condition

Timeframe: 10-year planning horizon

Objectives:

- Maintain 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
- Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017



2018 TAM Plan SGR Summary

Asset Category	Asset Class	Inventory	Current % Beyond SGR	2019 Target
Revenue Vehicles	Aerial Tramway	71	80.3%	41%*
	Bus – Large	286	19.9%	20%
	Bus – Medium	80	15%	14%
	Cutaway – Large	88	18.2%	15%
	Cutaway – Small	243	28.8%	18%
	Van/Minivan	254	26%	2%
	Automobile	64	35.9%	8%
Service Vehicles	Trucks & Other Rubber Tire Vehicles	37	13.5%	11%
	Automobiles	23	47.8%	4%
Facilities	Support Facilities	64	15.6%	11%
	Passenger Facilities	190	2.1%	2%
Equipment	Non-vehicle equipment	23	n/a	n/a



Asset Management Goal Area Proposed Transit Objectives

ASSET MANAGEMENT - Maintain transit vehicles for agencies included in 1) the Group Transit Asset Management Plan and 2) Bustang & Outrider fleet in fair, good, or excellent condition, per FTA definitions. Assumes base year of 2018.

OBJECTIVE	2020 FISCALLY CONSTRAINED TARGET	2020 ASPIRATIONAL TARGET	2018 RESULTS	2018 TARGET MET?
Maintain no less than 65% percentage of Revenue Vehicles in Colorado transit fleet in a State of Good Repair.			72.3%	YES
Maintain no less than 65% of Service Vehicles in a State of Good Repair.			73%	YES
Maintain Bustang and Outrider fleet in a State of Good Repair, per FTA definitions.			N/A	N/A



Asset Management Goal Area Proposed Transit Objectives

ASSET MANAGEMENT - Maintain transit facilities for 1) agencies included in the Group Transit Asset Management Plan and, 2) Bustang & Outrider in fair, good, or excellent condition, per FTA TERM scale. Assumes base year of 2018.

OBJECTIVE	FISCALLY CONSTRAINED TARGET	ASPIRATIONAL TARGET	2018 RESULTS	2018 TARGET MET?
Achieve a State of Good Repair for Transit Facilities*. Rating must be a 2.5 or above on FTA's TERM scale.			84% Support Facilities / 98% Passenger Facilities	YES

- FTA TERM scale ratings range from 1-Poor to 5-Excellent. Ratings assigned via visual inspection of a facility's primary components, e.g., roof, plumbing, electrical. Facilities are considered in a state of good repair if rated 3 - Adequate or above.

**5 other TAM Plans complete the statewide inventory: RTD, Mountain Metro Transit, Greeley Evans Transit, Transfort and Mesa County.*



Determining Vehicles' State of Good Repair

- Minimal Asset Useful Life Standards for FTA Grants (from FTA Circular 5010.1D)
- Useful Life Benchmarks (ULB) - CDOT uses this for the Group TAM Plan (from FTA's 2017 Asset Inventory Module Reporting Manual)

Vehicle Type & Description	FTA Minimum Useful Life Circular 5010.1D	FTA Useful Life Benchmarks TERM* Model = 2.5 Rating
Heavy-duty transit bus <ul style="list-style-type: none"> • 45' Over-the-road • 60' Articulated • 35-40' Transit 	12 years / 500,000 miles	14 years
Medium-duty transit bus <ul style="list-style-type: none"> • 30' Transit 	10 years/ 350,000 miles	10 years
Medium-duty transit bus <ul style="list-style-type: none"> • 25-35' cutaway / sprinter 	7 years 200,000 miles	10 years
Light-duty transit vehicle <ul style="list-style-type: none"> • Body-on-chassis <30' • Vans / Minivans • Cars / SUVs 	4-5 years/ 100,000 - 150,000 miles	8 years

*TERM = Transit Economics Requirement Model



Current PD 14 System Performance Goal

Measures:

- Transit Utilization - Ridership statewide for small urban & rural “transit grantees”
- Transit Connectivity - Revenue service miles provided

Objectives:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a 5 year period beginning with 2012
- Maintain or increase the total number of revenue service miles of regional, inter-regional, and intercity passenger service over that recorded for 2012.



Mobility Goal Area Proposed Transit Objectives

TRANSIT UTILIZATION - Increase access and ridership of 1) agencies included in the Group Transit Asset Management Plan and, 2) Bustang & Outrider over a 5-year period. Assumes base year of 2018.

OBJECTIVE	FISCALLY CONSTRAINED TARGET	ASPIRATIONAL TARGET	2018 RESULTS	2018 TARGET MET?
Increase ridership of small urban, rural transit sub-recipients by at least an average of x% over a 5-year period. % to reflect 10 rural TPRs. (1)				
Increase ridership of interregional and rural regional providers by at least an average of x% over a 5-year period. Includes 8 Outrider routes & 4 agencies funded by FASTER operating. (2)				
Increase ridership of interregional & Bustang service. (3)				

(1) National Transit Database

(2) As of 2020: 1-Lamar-Pueblo, 2-Alamosa-Pueblo, 3-Gunnison-Denver, 4-Durango-Grand Jct., 5-RFTA Grand Hogback, 6-Greeley-Windsor-Ft. Collins, 7-Craig-Steamboat, 8-Ft. Collins-Boulder. As of 2021: 9-Sterling-Greeley, 10-Trinidad-Pueblo, 11-Telluride-Grand Jct, 12-Craig-Denver

(3) West, North, and South Routes. Excludes Snowstang, Bustang to Broncos, & Bustang to Estes Park.



Mobility Goal Area Proposed Transit Objectives

OBJECTIVE	FISCALLY CONSTRAINED TARGET	ASPIRATIONAL TARGET	2018 RESULTS	2018 TARGET MET?
Maintain or increase revenue miles of rural regional and interregional service over that recorded for calendar year 2018 for Outrider.				
Maintain or increase revenue miles of regional, interregional, and intercity passenger service over that recorded for FY 18/19 for Bustang.				



1. Increase Bus Electric Vehicles
2. Increase Electric Vehicle Charging Stations
3. Increase the number of Mobility Hubs in design & construction
4. Increase Modal Connectivity
 - Add connecting service
 - Universal Ticketing
 - Increase connections to Bike/Ped trails
 - Micro-mobility
 - Connected Colorado concept



PD 14 Revisions - Next Steps

- April - Present draft Asset Management Objectives to Transportation Commission for input
 - Includes Transit State of Good Repair metrics
- May - Present draft Mobility Objectives to Transportation Commission for input
 - Includes Transit Ridership & Connectivity metrics
- May - Present resolution for adoption of new PD-14
 - *Adoption may be pushed out a month if the TC wants extensive revisions to the mobility objectives*



Upcoming Related DTR Activities

- March/April - Hire Asset and Performance Planner in DTR
- April - Annual update to National Transit Database
- April/May - Revise PD 14
- June - 2020 Statewide Transit Plan completion
- August - Capital Call for Projects
- TBD - Update TAM Appendix A: Participating Agencies
- TBD - Update TAM Appendix B: Inventory & Condition Summaries



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Thank you

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