Colorado DOT Transit Asset Management Group Plan

Fall 2018

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Chapter 1

Introduction

The Colorado Department of Transportation has created this Transit Asset Management Plan to for its participating agencies to document asset management processes, project future performance of assets given expected funding, and develop recommendations for transit asset management improvements moving forward. This document is also designed to meet federal requirements that are tied to the funding required for Colorado's transit system.

Welcome and Overview

Transit asset management (TAM) is a business model that uses asset condition to guide funding prioritization in order to keep transit networks in a State of Good Repair (SGR).

Having a TAM Plan benefits an agency in a number of ways:

- Improved transparency and accountability
- Optimized capital investment and maintenance decisions
- Data-driven maintenance decisions
- Potential safety benefits

Federal Legislative Context

FTA defines TAM policy as "a transit provider's documented commitment to achieving and maintaining SGR for all of its capital assets. A TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives. "

The FTA's TAM Rule, effective October 1, 2016 applies to recipients and sub recipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate or manage capital assets in the provision of public transportation. Public transportation in this context means regular, continuing shared-ride surface transportation services that are open to the general public, or open to segments of the general population defined by age, disability or low income.

Executive Summary

A Transit Asset Management Plan (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of investments at transit agencies in order to keep transit systems in a State of Good Repair (SGR). By implementing this TAM Plan, the benefits include:

- Improved transparency and accountability for funding investments;
- Optimized capital investment and maintenance decisions;
- Data-driven capital planning; and
- Improved system safety and reliability, and reduced maintenance costs.

This Group TAM Plan, sponsored by CDOT and developed by the Division of Transit and Rail (DTR), serves to reduce the burden of the TAM Rule on smaller, Tier II transit agencies who might otherwise struggle to support the administrative and technical capacity needed to develop individual plans.

Participants in this Group TAM Plan include 53 public transportation providers in Colorado who provide a combination of fixed-route, demand response and other specialized transportation services throughout the state. These critical services are dependent on an inventory of over $500 million in capital assets, including:

- 1,146 Revenue and Service Vehicles,
- 64 Administrative or Maintenance Facilities,
- 190 Passenger and Parking Facilities, and
- 23 Equipment assets (valued over $50,000 each)

An inventory and its State of Good Repair (SGR) is summarized in Chapter 3 for each individual asset class. It is estimated there is a total of $15 million available annually of Federal, State and Local funding for improving the inventory SGR. This figure, derived from historic spending data, is used to model an optimal investment plan using the Transit Asset Planning Tool (TAPT) and to project the long-term SGR of these assets given this funding level. A description of this analysis and modeling is provided in Chapter 4.

The following table summarizes the Inventory, SGR Measures and SGR Targets for the CDOT Group TAM Plan.

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

The TAPT tool is also used in this Plan to develop a prioritization of investment projects, listed in Chapter 5, which will support CDOT and participating agencies in its future asset management investment decisions.

Transit Asset Management Plan (TAM Plan)

Purpose of the Group Plan

The TAM Plan is a federally required planning tool intended to inform and improve asset management practices and funding decisions by CDOT and its participating transit agencies. A key TAM objective is making data-driven investment decisions to meet federal requirements and make progress towards stated asset conditions goals. The TAM Plan will help agencies and CDOT maintain the transit system in a state of good repair with the most efficient use of financial resources.

Colorado Transit Vision

Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient and sustainable manner; will offer meaningful transportation choices to all segment of the state's population; and will provide access to and connectivity among transportation modes.

TAM Objectives

- Attain the best asset conditions achievable given available resources, while striving towards a State of Good Repair
- Deliver an efficient and effective program to optimize the life of our transit assets
- Improve communication and transparency regarding decisions and outcomes
- Achieve and maintain compliance with Federal asset management requirements

Summary of Participating Agencies

Colorado is currently home to approximately 58 agencies providing public transportation services across the state. Of the 55 Tier II agencies to which the FTA TAM Rule applies in Colorado, 53 opted to participate in this Group TAM Plan. Figure 1-1 provides a map of the office locations of the Tier II public transportation agencies across the state.

Colorado's Tier II Public Transportation Providers

Participating Group TAM Plan Agencies:

All Points Transit
Aspen, City of
Avon, Town of
Baca County Seniors Van
Bent County
Berthoud Area Transportation Service (BATS)
Black Hawk, City of
Breckenridge, Town of
Broomfield, City and County of
Castle Rock Senior Center
Cripple Creek, City of
Dolores County
Durango, City of
Eagle County
East Central Council of Governments (ECCOG)
El Paso Fountain Valley Senior Citizens Program
Envida
Estes Park, Town of
Glenwood Springs, City of
Golden Age Shuttle
Gunnison Valley Rural Transportation Authority
Huerfano/Las Animas Area Council of Governments (SCCOG)
La Junta, City of
La Plata County Senior Services
Lake County
Lakewood, City of
Littleton Omnibus
Loveland, City of
Montezuma County
Mountain Express Transit
Mountain Express, The
Mountain Family Center
Mountain Village, Town of
Northeast Colorado Association of Local Governments (NECALG)
Neighbor to Neighbor Volunteers
North Front Range Transportation & Air Quality Council (NFRMPO)
Park County Senior Coalition
Prowers County
Pueblo, City of
Roaring Fork Transportation Authority (RFTA)
Routt County
San Miguel County
Senior Resource Development Agency (SRDA)
Seniors' Resource Center, Inc. (SRC)
Snowmass Village, Town of
Southern Colorado Community Action Agency
Steamboat Springs, City of
Summit Stage
Teller Senior Coalition
Telluride, Town of
Via Mobility Services
Wet Mountain Valley Community Service Corp
Winter Park, Town of

Non-participating public transit agencies:

Greeley Evans Transit (GET)
Mesa County

A larger version of the map in Figure 1-1 and list of the Group TAM Plan participating agencies with corresponding map IDs are provided in Appendix A.

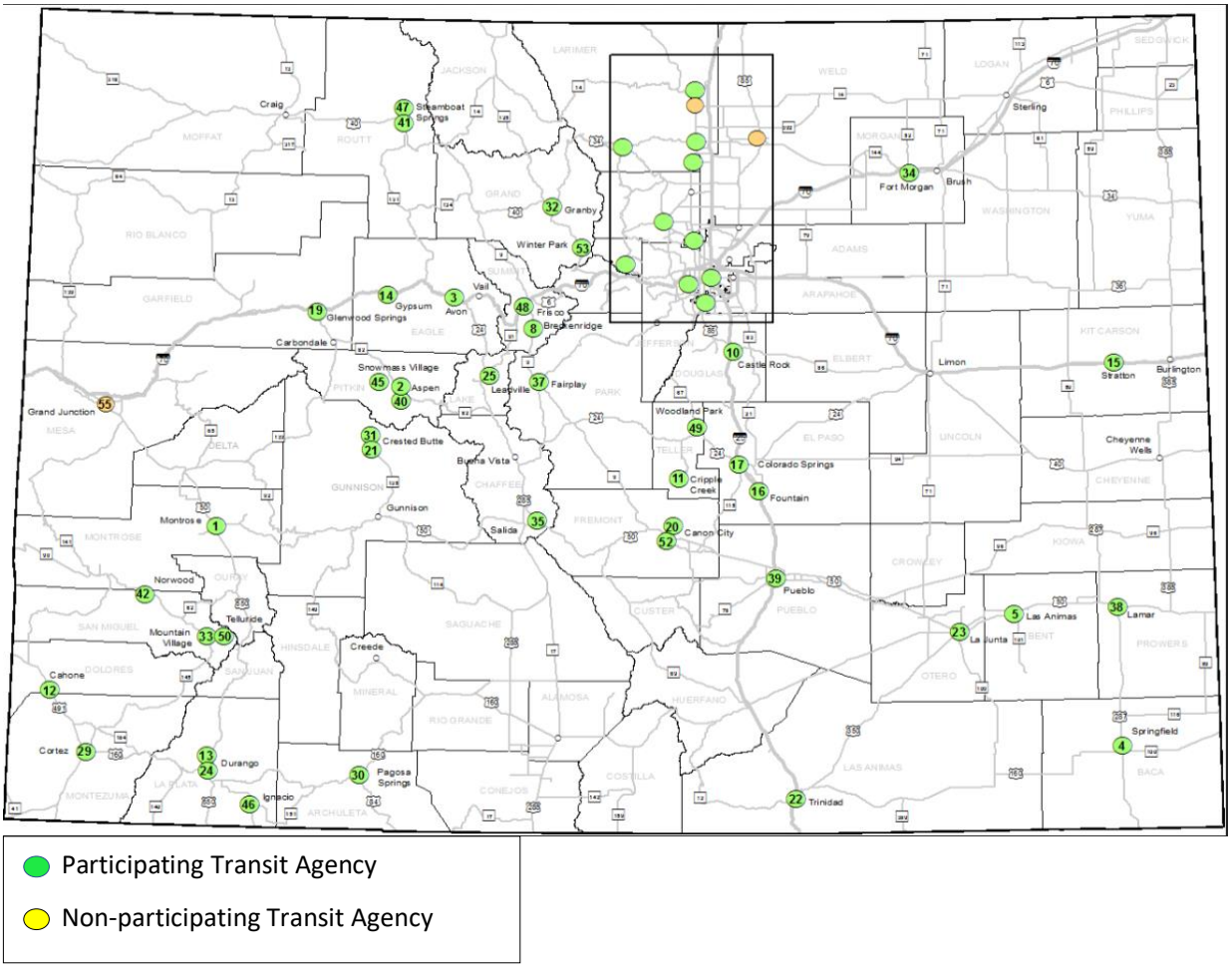


Figure 1-1. Colorado Tier II agencies

Group Plan Building Process Overview

CDOT began the process for TAM Plan development in 2017. After updating a list of transit agencies and contacts across the state, communication was sent to each transit agency to identify the Accountable Executive who would be the primary contact for future discussions and information. A number of subsequent communications were sent to provide the agencies insight into the status and process of TAM Plan development.

CDOT employed the Transit & Rail Advisory Committee (TRAC) as a resource and partner to move the TAM Plan discussions, development and decisions forward.

TAM Plan Framework

This TAM Plan document is organized in 5 chapters:

- Introduction – this chapter provides an overview of TAM Plan requirements and resources and an Executive Summary of the plan.
- Goals and Objectives – this chapter outlines CDOT and participating agency goals and objectives specific to maintaining SGR.
- Inventory and Conditions – this chapter summarizes the participating transit agency capital assets and condition data for rolling stock, facilities and equipment.
- Analytical Approach – this chapter describes the data collection resources and analytic tools and processes used to analyze the inventory and to prioritize asset replacements.
- Investment Prioritization – this chapter presents funding scenarios and a prioritized list of asset replacement needs.

Other resources

Related CDOT Plans
Transportation Matters: Statewide Transportation Plan https://www.codot.gov/programs/colorado-transportation-matters/statewide-transportation-plans **Statewide Transit Plan** https://www.codot.gov/programs/colorado-transportation-matters/documents/statewide-transit-plan

Chapter 2

Goals and Objectives

Identifying goals and objectives is an important step in developing transit asset management practices and processes at an agency. These goals and objectives help focus agency operations, drive improved performance, and influence investments in transit assets. CDOT's Group TAM goals and objectives constitute a commitment to maintaining assets in a state of good repair. This commitment will yield benefits for riders by improving transit services and for transit providers by improving decision-making and reducing costs.

Overview

As the sponsor of the Group Plan, CDOT is a committed partner with the Tier II participant agencies in creating an aligned TAM plan useful for all providers. As indicated by their participation in the Group TAM plan, the participating Tier II transit providers are committed to the same goals and objectives as CDOT. Separately from this Group TAM plan, each provider has developed specific facility and vehicle management plans which detail their policies and practices for effectively managing those assets.

CDOT's mission and vision are guiding principles that shape TAM policy and transit goals and objectives. Goals and objectives help define and guide the TAM program at CDOT and are an integral part of the TAM Plan. Goals are broad ideas that express the ideal state of the transit system in Colorado. Objectives are the measurable, achievable steps that will help make progress towards goals.

This chapter presents CDOT's mission, vision, and goals and objectives, and defines state of good repair (SGR).

Federal Legislative Context

Tier II providers are not required to include a TAM and SGR policy in their individual or Group TAM plan. However, it is good practice to define and document asset management goals, objectives and policies.

FTA defines TAM policy as "a transit provider's documented commitment to achieving and maintaining SGR for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives. "

SGR is defined by FTA as "the condition in which a capital asset is able to operate at a full level of performance." The FTA final rule on transit asset management further defines SGR in §625.41:

> "A capital asset is in a state of good repair if it meets the following objective standards:
>
> - The capital asset is able to perform its designed function
> - The use of the asset in its current condition does not pose an identified unacceptable safety risk
> - The life-cycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements."

Goals and Objectives

The highest level guiding principles at CDOT are its vision and mission. These principles influence transportation goals and objectives across the agency.

Vision and Mission

Colorado strives to be the best Department of Transportation in the country for all customers, by providing freedom, connection and experience through travel.

CDOT Vision & Mission

CDOT's vision is to enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.

CDOT's mission is to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods and information

Consistent with the CDOT mission, the Division of Transit and Rail (DTR), established in 2009, is responsible for the planning, development, operation and integration of transit and rail into the statewide transportation system.

Colorado Transit Vision

Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will provide access to and connectivity among transportation modes.

DTR has a number of priorities used to guide the departments' goals, objectives and performance measures. These priorities, as outlined in the Statewide Transit Plan, are used to inform this TAM Plan.

- System Preservation and Expansion
- Mobility/Accessibility
- Transit System and Partnerships Development
- Environmental Stewardship
- Economic Vitality
- Safety and Security

CDOT's vision and mission are further detailed in the Long-Range Transportation Plan "Transportation Matters: Statewide Transportation Plan 2040"

Long-Range Transportation Plan Insights

- The safe movement of people and goods in the most important goal of the transportation system.
- Reducing congestion and increasing travel choice are of high importance
- There is a connection between the transportation system and economic vitality of a region.

CDOT identifies "maintaining the system" as a primary goal, and includes a number of items within the plan supporting the maintenance of assets, including:

- CDOT has to maintain its existing transportation assets for the long-term, including more than 23,000 lane miles of roads, over 3,400 bridges, 35 year-round mountain passes, and help support interregional transit as well as more than 55 urban and rural general public transit providers, in addition to over 100 human services agencies providing specialized transportation services.
- Maintain the percentage of rural Colorado transit fleet vehicles operating in at least fair condition.
- Require all applicable Colorado transit grantees to have Asset Management Plans in place or participate in the CDOT sponsored Group Plan.
- Replacing and rehabilitating existing and future transportation facilities on a long-term basis, including preventative maintenance.

Summary of TAM Objectives

CDOT has adopted a set of TAM objectives for the Group Plan that are aligned with the vision and mission of the agency.

These objectives are helping to inform participating transit agencies and CDOT DTR in decision making as it develops, refines, and implements TAM policies, processes, and practices. As the sponsor of the Group Plan, CDOT is focused on supporting Colorado's holistic transit strategies and goals. CDOT intends to provide leadership, resources and guidance to transit agencies as it creates a transit asset management plan that benefits all agencies. CDOT's effort for the plan is to encourage and engage plan participants to create a collaborative exercise to deliver a meaningful and useful plan and improve investment decisions statewide. The TAM effort also informs other non-participating agencies as they develop and implement their own TAM Plans.

TAM Objective Examples

- Achieve and maintain compliance with federal transit asset management rules
- Attain the best asset conditions achievable, given available funding and resources
- Improve communication and transparency regarding decisions and outcomes
- Improve transit safety

Performance measures, targets, and SGR modeling capabilities are being developed to help achieve TAM objectives. These tools, systems, and practices are being linked through all funding decision processes so that CDOT and all transit agencies across the state can operate more effectively and make progress towards federal requirements and state goals.

Applied to transit assets, the above goals and objectives translate into a commitment to make optimal investments, where possible, to achieve and maintain a SGR for transit assets. These assets include revenue vehicles, equipment, and facilities. Asset inventory and condition are described in Chapter 3: Inventory and Condition.

Chapter 3

Inventory and Condition

Inventory and condition data for transit assets are the building blocks upon which investment decisions are made. Inventory and condition data also provide valuable information for communicating the extent of an agency's assets and the state of those assets. Accurate inventory and condition data support meaningful asset management practices such as predicting asset conditions, projecting funding needs, and prioritizing investments.

Overview

This chapter presents a summary of transit asset inventory and condition data for Colorado Group TAM Plan participants. This includes information related to rolling stock; equipment; and facilities for 53 participating transit providers.

Federal Legislative Context

FTA requires that a Group TAM Plan include an inventory and condition assessment of all capital assets for which the provider has direct capital responsibility. The inventory and condition assessment must be at a level of detail sufficient to model asset condition and support investment prioritization to maintain assets in a State of Good Repair.

SGR is defined by FTA as "the condition in which a capital asset is able to operate at a full level of performance." The FTA final rule on transit asset management further defines SGR in §625.41:

> "A capital asset is in a state of good repair if it meets the following objective standards:
>
> - The capital asset is able to perform its designed function
> - The use of the asset in its current condition does not pose an identified unacceptable safety risk
> - The life-cycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements."

As part of the TAM Plan rule, transit providers are also required to set performance targets for performance measures defined by FTA in 49 CFR §625.43. These are listed below.

FTA SGR Performance Measures for Capital Assets

- **Rolling Stock**: The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark (ULB). ULB is the age at which an asset has reached the end of its economic useful life, specified in terms of asset age, mileage and/or other factors.
- **Equipment**: The performance measure for service and maintenance vehicles (non-revenue) is the percentage of those vehicles that have either met or exceeded their ULB.
- **Facilities**: The performance measure for facilities is the percentage of facilities within an asset class, rated below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale.

For this Group TAM Plan, CDOT as the Sponsor is responsible for setting unified performance targets for each asset class in the plan. The targets for each asset class are outlined in Chapter 5 and are reported to the National Transit Database (NTD) by the Sponsor on behalf of the Group TAM Plan participants.

Colorado Group TAM Plan Transit System Summary

Colorado is home to approximately 5.6 million people. Serving their transportation needs is an extensive network of 58 known public transit providers (including Tier 1 and Tier 2) and an additional 80-90 human service agencies that provide specialized transit services.

With over 3 million jobs in Colorado, there is great demand for transit to connect residents to the job market. Figure 3-1 displays employment density in Colorado as a means to understand this key element of demand for transit across the state.

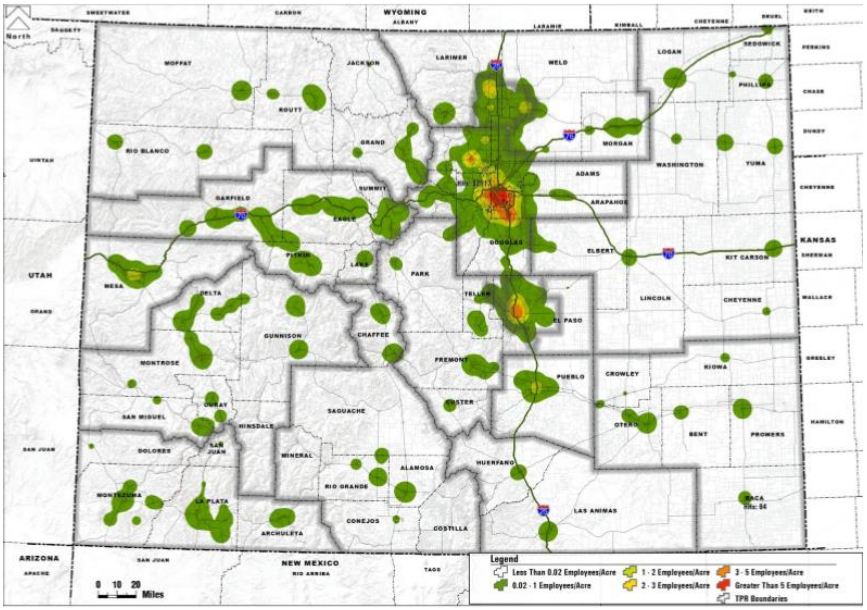


Figure 3-1. Colorado Employment Density

Of the 55 existing Tier II (smaller) public transit providers in Colorado, 53 are agencies that have chosen to participate in this Group TAM Plan. These agencies possess a total of 1,423 capital assets utilized in the delivery of transit services. The combined assets of these participants include:

- 1086 revenue vehicles
- 60 service vehicles
- 64 administrative / maintenance facilities
- 190 passenger facilities
- 23 non-vehicle equipment assets

Measuring and monitoring transit asset conditions enables transit providers to gain a holistic view of assets across the state. This information allows the plan sponsor and individual agencies to assess the performance of the transit system, analyze deficiencies and predict future needs, effectively allocate funding, and prioritize investments to maintain SGR. Asset condition is also an important public-facing measure. Users of the transit network notice and experience asset condition every day and recognize changes in asset condition. Public trust and confidence is bolstered when objective measurable results can be demonstrated through smart public investments. For depicting asset conditions, this TAM Plan uses definitions of asset condition and SGR developed by CDOT, the Transit & Rail Advisory Committee (TRAC) and the Group TAM Plan participants that are consistent with FTA's mandated performance measures.

Revenue Vehicles

In 49 CFR §625.5, FTA defines rolling stock as a revenue vehicle used in providing public transportation, including vehicles used to transport passengers and includes buses, vans, cars, locomotives, trolley cars, ferryboats, light rails, streetcars, other rail vehicles and vehicles used for guideways and incline planes, as well as vehicles used for support services.

Rolling Stock Condition

The purpose of the rolling stock (vehicle) condition assessment is to provide an overall snapshot of the current state of good repair of a fleet to aid in decisions concerning when it is most cost effective to replace the asset.

FTA's mandated performance measure for rolling stock is the percentage of assets within a class that have met or exceeded their ULB. An asset is deemed to be in SGR if its age is less than the ULB specified for the corresponding asset type. Likewise, an asset is deemed to no longer be in SGR if its age equals or exceeds the corresponding ULB. The ULB value may be specified in terms of asset age, mileage and/or other factors. For purposes of this TAM Plan, CDOT is using the FTA default ULB values by asset type, all of which are specified in terms of asset age. More nuanced and comprehensive aspects of participants' assets and asset conditions, such as mileage and maintenance history, may be considered in subsequent updates to this Plan.

There are a variety of vehicle types identified in this plan, which are defined in the 2017 NTD Glossary[1], and illustrated in Table 3-1 below.

Table 3-1. Revenue Vehicle Types

Revenue Vehicle Types	
	Over-the-Road (OTR) Coach: A bus characterized by an elevated passenger deck located over a baggage compartment, which can be equipped with a restroom.
	Transit bus: A bus with front and center doors, normally with a rear-mounted engine, low-back seating, and without luggage compartments or restroom facilities for use in frequent- stop service. This vehicle is commonly used on fixed route systems and can usually hold about 42 ambulatory passengers if two wheelchair tiedowns are provided.[2]
	Cutaway: A vehicle that consists of a bus body mounted on the chassis of a van or light-duty truck. The original van or light-duty truck chassis may be reinforced or extended. Cutaways typically seat 15 or more passengers and may accommodate standing passengers.

1 FTA. *National Transit Database Glossary*. FTA, 2017.

2 Colorado DOT. *Overview of Transit Vehicles*. CDOT. https://www.codot.gov/programs/commuterchoices/documents/trandir_transit.pdf

	Van/Minivan: A factory-built vehicle designed to be something between a car and a van. These vehicles typically hold seven or more passengers, including the driver. [3]
	Aerial Tramway: An electric system of aerial cables with suspended powerless passenger vehicles.

Revenue Vehicle Condition Assessment and Performance Measures

CDOT collects inventory and condition data from transit providers in a database called COTRAMS. The Division of Transit and Rail (DTR) is also in the process of capturing more comprehensive transit asset data for a robust update to the database currently contained in COTRAMS. DTR's inventory system contains the asset data from all transit agencies with whom CDOT has a sub-recipient relationship, including the 53 providers participating in the group plan. Plan participant asset data is differentiated and tracked separately from the statewide database for the purposes of this Group TAM Plan.

Condition for revenue vehicles is determined by the age of vehicles relative to the Useful Life Benchmark (ULB) for each vehicle class. For purposes of this Group Plan, the FTA default ULB values are used to evaluate vehicle condition. These values are shown in Table 3-2.

Table 3-2. Revenue Vehicle ULB values

Vehicle Type	ULB
Automobile/SUV/Van	8 years
Cutaway	10 years
Aerial Tramway	12 years
Bus	14 years

3 Colorado DOT. *Overview of Transit Vehicles*. CDOT. https://www.codot.gov/programs/commuterchoices/documents/trandir_transit.pdf

Rolling Stock Inventory and Conditions

A total of 1,086 revenue vehicles across vehicle classes are included in the inventory and condition assessment. Of these, 72.3%, or 785 vehicles, are in a state of good repair, with 301 having asset ages beyond the ULB.

Table 3-3 summarizes the 53 participating agencies' combined revenue vehicle conditions as a percent within SGR or percent beyond SGR.

Agency specific SGR measures are provided in Appendix A.

Table 3-3. Revenue Vehicle Condition Summary

Vehicle Category	Class	Subtypes	ULB	Total	% in SGR	% Not in SGR
Revenue Vehicles	Aerial Tramway	Aerial Tramway	12	71	19.7%	80.3%
	Bus – Large	Bus 35'-42', OTR Coaches, Articulated	14	286	80.1%	19.9%
	Bus – Medium	Bus < 35'	14	80	85%	15%
	Cutaway – Large	Cutaway with > 15 seats	10	88	81.8%	18.2%
	Cutaway – Small	Cutaway with < 15 seats	10	243	71.2%	28.8%
	Van/Minivan	Vans, Minivans	8	254	74%	26%
	Automobile	Sedan, Wagon, SUV	8	64	64.1%	35.9%
	TOTAL			1086	72.3%	27.7%

Equipment

In 49 CFR §625.5, equipment is defined as an article of nonexpendable, tangible property having a useful life of at least one year. Equipment is used generally to support operations, construction or maintenance and repair work for public transportation. Examples of service vehicles provided in the 2017 NTD Glossary include tow trucks, supervisor vans, transit police cars, staff cars, and maintenance vehicles for maintaining passenger facilities or rolling stock. Examples of other inventoried equipment include IT/Office, Communication, Fare Collection, Maintenance or Surveillance systems.

Per the FTA Asset Management Rule, the inventory in this TAM Plan includes equipment with an original cost of $50,000 or more plus all Service Vehicles (Rolling Stock), regardless of original cost. It includes only equipment assets owned by plan participants or for which they carry Direct Capital Responsibility.

Equipment Condition Assessment and Performance Measures

Service vehicles make up the primary class of equipment for purposes of this TAM Plan. Please note that Equipment other than Service Vehicles are inventoried, but are not included in SGR measures or targets for this TAM Plan. The State of Good Repair approach for Service Vehicles is similar to those used with Revenue Vehicles, using FTA's default ULB for each class, as noted in Table 3-4.

Table 3-4. Equipment (Service Vehicles) ULB values

Equipment (Service Vehicle) Category	ULB
Automobile/SUV/Van	8 years
Pickup Truck/Rubber Tire Vehicles	14 years

Equipment Inventory and Condition

This Group Plan covers 86 equipment items, including 60 Service Vehicles and 23 non-rolling stock items with an initial value over $50,000. Of the Service Vehicles identified in this plan, 73.3% are within a state of good repair. Table 3-5 provides a summary view of equipment inventory, and service vehicle condition by class.

Agency specific summaries are provided in Appendix A.

Table 3-5. Equipment Condition Summary

Category	Equipment Class	Subtype	Total	% in SGR	% Not in SGR
Equipment	Maintenance		5	n/a	
	Facility		1	n/a	
	IT/Office		13	n/a	
	Communications - Signs/Signals		4	n/a	
Service Vehicles	Trucks & Other Rubber Tire Vehicles	Pickup Truck, Maintenance, Construction	37	86%	14%
	Automobiles	Sedan, SUV, Van	23	52%	48%
Total Service Vehicles			**60**	**73%**	**27%**

Facilities

The facilities owned or operated by agencies participating in this Plan fall into one of two general categories: administrative/maintenance facilities, and passenger facilities. The approach used to assess the condition for both categories is based on guidance detailed in the *CDOT Vehicle and Facility Condition Guide*. The general approach relies on visual inspection of a facility's primary components to determine their rating using the FTA's five-point TERM scale shown below, which are then aggregated to arrive at an overall facility condition rating. This supports FTA's mandated SGR performance measure for facilities, which is the percentage of facilities within an asset class rated less than 3 on the TERM scale. Table 3-6 below describes the condition ratings.

Table 3-6. FTA TERM scale values

Rating	Condition	Description
5	Excellent	No visible defects, near new condition
4	Good	Some (slightly) defective or deteriorated component(s)
3	Adequate	Moderately defective or deteriorated component(s)
2	Marginal	Defective or deteriorated component(s) in need of replacement
1	Poor	Critically damaged component(s) or in need of immediate repair

The components outlined in Table 3-7 are the minimum major facility components that are assessed to ultimately inform the agency's determination of a facility's overall condition and state of good repair. The FTA TAM Rule requires that all facilities undergo this full component-based assessment at least once every four years with at least 25% of facility assessments being completed in TAM Plan year 2 (2019) and another 25% completed in each subsequent Plan year thereafter. While CDOT and participating agencies intend to fully implement this approach within the plan's four year horizon, in cases where facilities have not yet undergone a full assessment in this first Plan year, agencies have provided one overall condition score based on the agency's unique assessment methods. Facility condition data will be continually updated based on completion of component assessments and reflected in annual Plan updates.

Table 3-7. Facility Components

Component Number	Component
1	Roof
2	Shell
3	Interior
4	Conveyance
5	Plumbing
6	HVAC
7	Fire Protection
8	Electrical
9	Equipment
10	Site (parking, grounds)

Administrative/Maintenance Facility Condition Assessment

64 Administrative/Maintenance Facilities across Colorado are assessed in this TAM Plan. This category of facilities may include administration or maintenance facilities, bus parking, storage, or fueling facilities. These facilities average at 84% within SGR. Table 3-8 provides a summary of condition data for the support facilities for Group Plan participants.

Agency specific SGR results are provided in Appendix A.

Table 3-8. Support Facility Condition–Admin/Maintenance

Facility Type	Asset type	Total	% in SGR	% Not in SGR
Support Facilities	Admin	13	84%	15%
	Admin Office/Sales Office	2	50%	50%
	Bus Maintenance Facility	13	92%	8%
	Bus Parking Facility	12	83%	17%
	Combined Admin and Maintenance Building	3	67%	33%
	Maintenance Facility (Service and Inspection)	1	100%	0%
	Other Support Facility	10	100%	0%
	Other, Admin and Maintenance	9	67%	33%
	Storage Yard	0	n/a	n/a
	Vehicle Fueling Facility	1	100%	0%
	TOTAL	**64**	**84%**	**16%**

Passenger Facility Assessment

190 Passenger and Parking Facilities across Colorado are also assessed in this TAM Plan. This category of facilities includes Bus Shelters, Bus Stations, Intermodal Terminals, Park and Ride Lots, and Other Passenger Transit Facilities. Passenger facilities measure in at an exceptional 98% within SGR. Summary data is provided in Table 3-9.

Agency specific SGR summaries are provided in Appendix A.

Table 3-9. Passenger Facility Condition–Passenger and Parking

Facilities Category	Subtype	Total	% in SGR	% Not in SGR
Stations – Terminals	Bus Shelter	81	99%	1%
	Bus Station	33	97%	3%
	Intermodal Terminal	12	100%	0%
	Other Transit Facility	57	96%	4%
	Park and Ride Lot	1	100%	0%
	Parking Garage	3	100%	0%
	Parking Lot	3	100%	0%
	TOTAL	**190**	**98%**	**2%**

Chapter 4

Analytical Approach

The section of the Transit Asset management plan provides an overview of key decision-making tools and processes for improving the state of good repair of transit assets within the public transportation system in Colorado. These tools will assist participating agencies in assessing financial needs and asset prioritization now and in the future.

Overview

Colorado's Group TAM Plan is sponsored by CDOT. CDOT has partnered with Plan participants to gather updated asset data in an effort to inform the analytical process for project and program prioritization. This asset data allows for modeling transit investment needs for Tier II providers. This chapter describes CDOT's analytical approach to assist in prioritization of Tier II agency assets, in alignment with the FTA rule.

Federal Legislative Context

In 49 CFR 625.25, FTA requires than a group TAM plan include a "description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization."

Data Collection

The analytical approach for understanding investment needs utilizes two data sources. The asset data described in Chapter 3 is sourced from a relational database, COTRAMS, along with an updated inventory Excel Workbook used to inform the TAM Plan. Also, to perform the analysis and prioritization of SGR needs, CDOT is using a customized version of the Transit Asset Prioritization Tool (TAPT) developed through the Transit Cooperative Research Program (TCRP) and included with TCRP Report 172.

COTRAMS database and TAM Plan inventory

CDOT collects inventory and condition data from transit providers in a database called COTRAMS, which is a relational database used across the organization, with primary use to support grant making. This database is used by transit agencies across the state to provide a view into their asset inventory. The data from COTRAMS is used to update NTD.

The Division of Transit and Rail (DTR) also maintains an active working Excel workbook to capture more comprehensive and updated transit asset data. Using baseline asset data sourced from COTRAMS, the 2018 TAM Plan Inventory Analysis workbook was developed in an effort to inform the TAM Plan with the most current and accurate data. DTR's inventory system contains the asset data from all transit agencies with whom CDOT has a sub recipient relationship, including the 53 providers participating in the group plan. Plan participant data is differentiated and tracked separately for the purposes of this Group TAM Plan.

Analytic Tools

To perform the analysis and prioritization of SGR needs, CDOT is using a customized version of the Transit Asset Prioritization Tool (TAPT) developed through the Transit Cooperative Research Program (TCRP) and included with TCRP Report 172.

TAPT is a Excel-based spreadsheet tool for predicting transit asset conditions and SGR needs. The tool contains customizable models for different asset types, and generates recommendations for rehabilitation or replacement of assets. TAPT can also predict asset conditions and performance over time. This analytic tool supports prediction of the overall performance using specified funding scenarios, and will generate a prioritized list of projects to fund given a budget constraint.

Figure 4-2 is a diagram illustrating the structure of TAPT. The tool has a single start screen that supports navigation, modeling, and analysis. The tool has templates for vehicle and facility models, including flexibility to create age-based and condition-based models. The tool creates new worksheets with summary outputs and detailed outputs for each scenario.

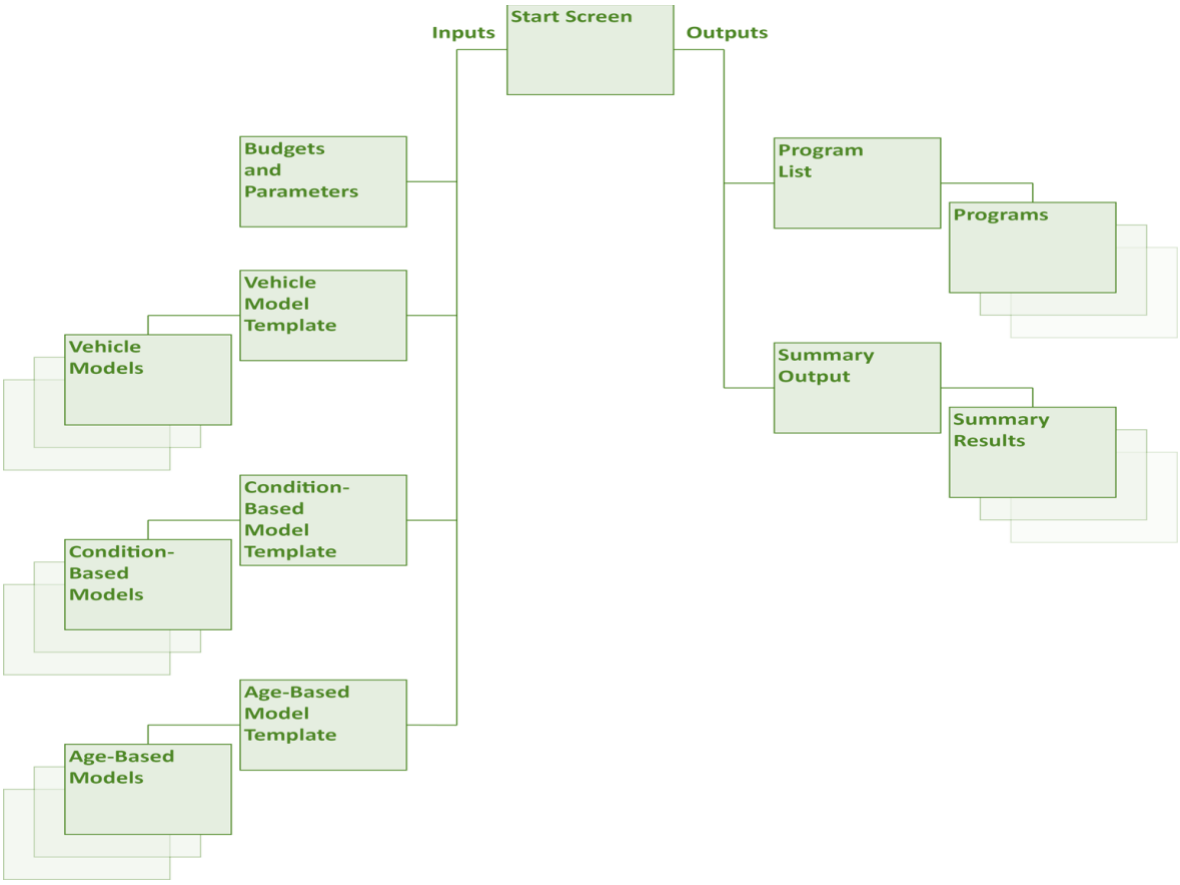


Figure 4-1. TAPT Structure

TAPT Inputs

TAPT Inputs can be maneuvered using the start screen, shown in Figure 4-2. From this screen, a user can add vehicle and facility inventory for analysis. Here, a user can also create, edit or delete an asset model, and adjust any model parameters. This screen will also support entering or adjusting budget and funding scenarios to best understand how variable funding will impact the ability to maintain a state of good repair. Using the start screen will also provide the ability to view and export program level and/or summary results.

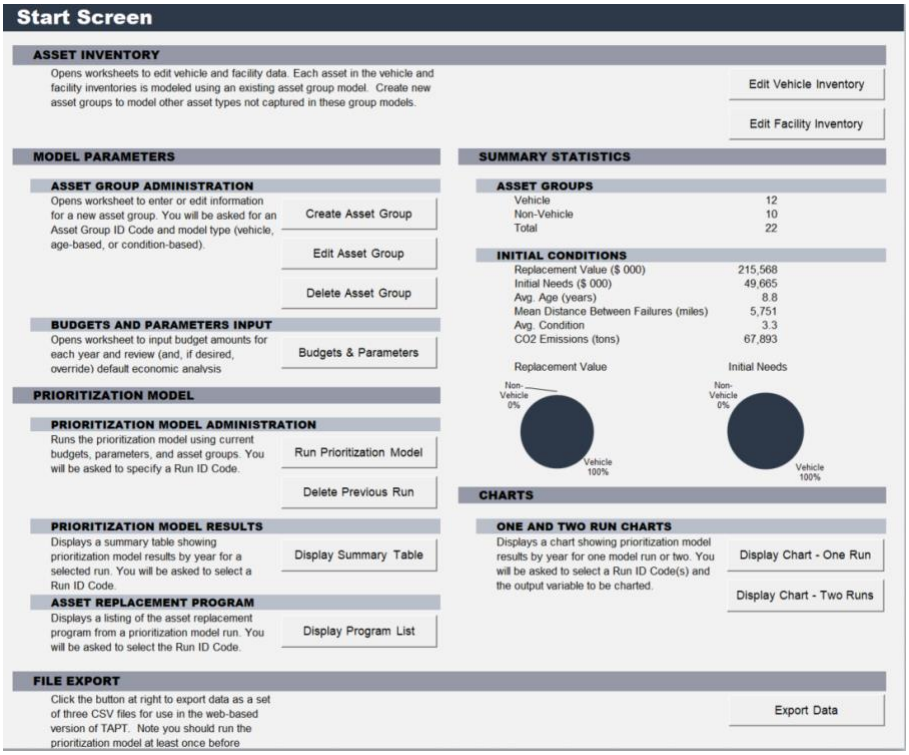


Figure 4-2. TAPT Start Screen

TAPT Outputs

TAPT generates summary results, as well as program level prioritization. Summary level results will provide an overview of funding levels needed, by year, to address the asset replacement or rehabilitation needs. Figure 4-3 illustrates an example of summary level output from TAPT using an unconstrained budget. It provides a view of costs by various factors, including energy costs, passenger delay and general budget expenditures.

Summary: Prioritization Run Unconstrained

Year	Needs		Asset NPV	Budget ($)	Expenditures from Budget ($)	Remaining Backlog ($)	Energy Costs ($)	Other Agency Costs ($)	Cost of Passenger Delay ($)	Other Passenger Costs ($)	Cost of CO2 Emissions ($)
	Amount ($)	Percent									
2019	49,665,015	23.0%	10,204,676	999,999,999	49,665,015	-	13,627,992	35,283,229	11,817,917	-	1,629,438
2020	14,144,943	6.6%	(372,157)	1,950,334,983	14,144,943	-	12,937,768	24,799,852	9,799,450	-	1,226,390
2021	18,140,255	8.4%	(553,959)	2,936,190,039	18,140,255	-	12,997,727	25,394,328	9,863,575	-	1,231,957
2022	11,342,138	5.3%	(180,610)	3,918,049,783	11,342,138	-	13,027,616	25,701,120	9,789,151	-	1,232,934
2023	8,413,175	3.9%	(181,888)	4,906,707,644	8,413,175	-	13,132,670	26,197,547	10,026,309	-	1,226,426
2024	17,188,700	8.0%	(323,067)	5,898,294,468	17,188,700	-	13,261,746	26,911,669	10,332,783	-	1,288,771
2025	10,032,091	4.7%	(26,751)	6,881,105,767	10,032,091	-	13,262,092	26,825,402	10,318,029	-	1,269,125
2026	16,502,071	7.7%	(376,153)	7,871,073,675	16,502,071	-	13,331,743	27,141,890	10,581,555	-	1,307,449
2027	26,280,014	12.2%	(459,439)	8,854,571,603	26,280,014	-	13,299,691	27,239,994	10,525,099	-	1,340,365
2028	6,868,179	3.2%	(91,089)	9,828,291,588	6,868,179	-	13,198,147	26,287,295	10,248,086	-	1,229,351
2029	16,468,375	7.6%	(173,132)	10,821,423,408	16,468,375	-	13,332,059	27,125,271	10,615,625	-	1,389,806
2030	17,846,985	8.3%	(354,182)	11,804,955,032	17,846,985	-	13,202,050	26,913,974	10,468,038	-	1,270,264
2031	19,368,336	9.0%	(424,757)	12,787,108,046	19,368,336	-	13,213,726	26,811,191	10,482,894	-	1,342,344
2032	6,508,329	3.0%	(6,251)	13,767,739,709	6,508,329	-	13,233,195	26,498,461	10,498,489	-	1,227,676
2033	38,639,929	17.9%	(1,073,913)	14,761,231,379	38,639,929	-	13,398,320	27,325,757	10,951,890	-	1,363,782
2034	15,016,541	7.0%	(385,664)	15,722,591,449	15,016,541	-	13,151,638	25,830,926	10,181,718	-	1,262,175
2035	23,503,437	10.9%	(384,311)	16,707,574,907	23,503,437	-	13,174,721	26,347,161	10,191,957	-	1,329,988
2036	12,975,295	6.0%	(244,995)	17,684,071,469	12,975,295	-	13,109,335	25,730,722	9,974,807	-	1,280,505
2037	9,217,411	4.3%	(189,693)	18,671,096,173	9,217,411	-	13,120,001	26,126,063	10,024,490	-	1,240,655
2038	16,883,498	7.8%	(317,729)	19,661,878,761	16,883,498	-	13,218,215	26,789,398	10,270,153	-	1,275,299

Figure 4-3. TAPT Summary Output

The outputs generated using TAPT include a view of specifying the point at which the asset should be rehabilitated or replaced. The prioritization model uses the asset-specific results to predict future conditions and recommend work given a budget. Figure 4-4 shows an example of asset-specific results.

Program List: Prioritization Run Unconstrained

Program Year	Asset ID Code	Description	No. of Assets	Replacement Costs	Project Rank	PI
2019	All Points Transit 5-MPV Wagon D	Van/Minivan	1	39,352	35	0.9092
2019	All Points Transit 6-Fiesta	Automobile (Serv)	1	34,250	242	0.0370
2019	All Points Transit 7-Entervan	Van/Minivan	1	39,352	139	0.1653
2019	All Points Transit 8-Uplander	Van/Minivan	1	39,352	46	0.5694
2019	Castle Rock Senior Center Inc 1-T	Van/Minivan	1	39,352	69	0.3317
2019	City and County of Broomfield 2-T	Automobile (Rev)	1	33,145	8	11.2460
2019	City of Loveland 1-Uplander	Van/Minivan	1	39,352	46	0.5694
2019	City of Loveland 2-Uplander	Van/Minivan	1	39,352	46	0.5694
2019	Dolores County 2-Grand Caravan	Van/Minivan	1	39,352	69	0.3317
2019	Dolores County 3-Windstar	Van/Minivan	1	39,352	15	3.0833
2019	Dolores County 6-Grand Caravan	Van/Minivan	1	39,352	139	0.1653
2019	ECCOG 1-Safari	Van/Minivan	1	39,352	7	13.6107
2019	ECCOG 4-Caravan	Van/Minivan	1	39,352	221	0.0486
2019	El Paso Fountain Valley S.C.P 2-(	Van/Minivan	1	39,352	69	0.3317
2019	El Paso Fountain Valley S.C.P 3-(	Van/Minivan	1	39,352	69	0.3317
2019	El Paso Fountain Valley S.C.P 4-E	Van/Minivan	1	39,352	11	4.5047
2019	Huerfano/Las Animas Area Counc	Van/Minivan	1	39,352	35	0.9092

Figure 4-4. TAPT Program Output 1

Using the TAPT tool

Below is a summary of the data elements needed for vehicle and facility modeling, and can provide a baseline for understanding the data inputs. TCRP Report 172 has a detailed description of TAPT, guidance on how to use the spreadsheet tool, and two tutorials using example data.

Vehicle

The user can edit the following fields for each fleet, either using imported data or overriding it as appropriate:

- **Fleet ID.** This is formed by concatenating the agency name and a sequence number, both of which can be edited.
- **Vehicle description.** This is formed from SGR Trans Database data by concatenating the model year, manufacturer and model.
- **Vehicle Useful Life (miles).** The ULB for the fleet in miles, if defined (by default this is not used).
- **Vehicle Useful Life (years).** The ULB for the fleet in year. This is defined by CTDOT by vehicle type.
- **Vehicle type.** This field specifies which specific vehicle model to use of the types defined in CTDOT's asset hierarchy.
- **Model year.** This is formed from SGR Trans Database data and used to calculate vehicle age.
- **Total current miles/hours.** This is an optional field and is not populated by default. If populated it is used to calculate an effective age for the fleet.
- **Number of vehicles.** This is the number of vehicles in a fleet and is formed from SGR Trans Database data.
- **Condition.** The condition of the fleet, measured using the 1-5 TERM scale. This is an optional field and is not populated by default. If populated it is used to calculate an effective age for the fleet.
- **Vehicle age.** This is calculated based on model year or date vehicle is placed into service. Vehicle condition is provided to assist in evaluating effective age.
- **Project code.** This is an optional field that can be used to identify a known project.
- **Pipeline year.** This is an optional field that can be used to identify a specific year when the vehicle will be replaced.
- **Indicator of whether or not to include the vehicle in the modeling.** Vehicles may be excluded if data are incomplete, or if the vehicle is modeled through a separately-defined asset group model.

Facility

The facility inventory is similar in concept to the vehicle inventory. For each facility defined, the screen allows specification of the following items:

- **Facility ID.** This is formed by concatenating the agency name, facility description and a sequence number, all of which can be edited.
- **Condition.** This is specified for ten facility systems – substructure, shell, interior, conveyance, plumbing, HVAC, fire protection, electrical, equipment, and site.
- **Construction year.** This field is used to calculate facility age.
- **Quantity.** This must be specified separately by system, and is typically either the roof area, floor area, or site area.
- **Project code.** This is an optional field that can be used to identify a known project.
- **Pipeline year.** This is an optional field that can be used to identify a specific year when the facility will be replaced/rehabilitated.
- **Indicator of whether or not to include the facility in the modeling.** Facilities may be excluded if data are incomplete, or if the vehicle is modeled through a separately-defined asset group model.

Note that each facility is modeled as a set of ten assets in TAPT, with one asset defined for each of the ten facility systems listed above.

Modeling

The TAPT modeling approach incorporates the three different asset-level models, as well as a prioritization model that integrates the asset-level models and simulates the allocation of resources to address SGR needs over time and across asset types. Below is a brief description of each of these:

- **Vehicle Model:** the revenue vehicle model takes as input data items reported by urban transit agencies to the NTD specified for a given fleet of vehicles, such as vehicle mileage, revenue passenger miles, maintenance costs, energy consumption and mechanical failures. The model then predicts agency, user and external costs, and mean distance between failures (MDBF) as a function of vehicle mileage. Further, it calculates the mileage at which a given vehicle should be replaced to minimize lifecycle costs, and the increased lifecycle costs that will result each year a needed replacement is deferred. The model includes default assumptions for growth in maintenance costs, rehabilitation costs and failures that are calibrated based on model inputs. Alternatively, one may override the default assumptions.

- **Condition-Based Model:** this model, which is technically a Markovian Decision Model, may be used to model any asset. It predicts the lifecycle agency, user and external costs associated with an asset, as well as the optimal point to perform rehabilitation or replacement, and the increase in lifecycle costs of deferring action. An asset is modeled as existing in one of a number of different condition states (in this case, using the five-point condition scale from TERM), and a set of transition probabilities describes the likelihood of transition from a given state to another given either the asset deteriorates or some action is taken. The model determines the optimal policy, or set of actions to take as a function of condition, to minimize agency, user and external costs. Further, the model explicitly calculates the cost of deferring a recommended action in terms of the increased lifecycle cost resulting from action deferral. Model defaults are provided for each asset type defined in TERM using TERM data.

- **Age-Based Model:** like the condition-based model, this is a generic model that can be used to model any asset. However, the condition-based model is recommended over this model where condition data are available. In the age-based model, asset rehabilitation or replacement is motivated by the gradually increasing cost of asset maintenance, as well as increasing likelihood of asset failure. This likelihood is modeled using a Weibull distribution. Using the model requires data on asset age, and the model outputs are essentially the same as those produced using the condition-based model.

- **Prioritization Model:** in TAPT asset rehabilitation/replacement is prioritized with an objective of minimizing lifecycle agency, user and external costs subject to a budget constraint. To accomplish this objective, the model establishes candidate rehabilitation/replacement actions, and calculates the costs and impacts of these using the asset-level models. The model then prioritizes potential investments in decreasing order of Prioritization Index (PI), where the PI is defined as the change in lifecycle cost resulting from delaying an action one year relative performing it in the specified year divided by the action cost. In concept the PI is a benefit cost ratio. However, one may tailor the prioritization function to change the weight of different types of benefits and/or specify an additional benefit realized from replacing an asset over and above that modeled by the asset-level models.

Modeling Assumptions for Colorado Transit Assets

Revenue Vehicles. TAPT age-based models were developed for the different types revenue vehicles defined in Chapter 3. TAPT defaults were used, calibrating these to CDOT's established ULB values. Vehicle replacement costs were established based on the 2018 Vehicle Inventory referenced earlier in this chapter.

Facilities. For CDOT facilities, the TAPT condition-based model was used to define models for each of the major facility components defined in Chapter 3. TAPT defaults (which are in turn derived from those in TERM) were used to predict deterioration rates for each facility component.

Service Vehicles. Age-based models were developed for the service vehicle types defined in Chapter 3. TAPT defaults were used, calibrating these to CDOT's established ULB values. Vehicle replacement costs were established based on the 2018 Vehicle Inventory referenced earlier in this chapter.

Applying Analytics

The use of analytic tools, TAPT, is an important element of the development of the Group TAM Plan, though its results are but one of a number of steps in the decision-making process for capital planning. The process for applying the analysis of SGR needs and using this to develop the capital plan should include the following:

- Populate TAPT with available data on the asset inventory, its condition, costs, budget and other data.
- Enter "pipelined" projects that are in progress or planned in the near term. This forces TAPT to rehabilitate or replace these assets in the specified year.
- Perform TAPT run using applicable budget constraints.
- Review results; adjust if necessary
- Perform another TAPT run, if necessary
- Use results from TAPT to help inform decision-making and generate a capital plan.
    - Please note - the final prioritization may differ significantly from that recommended by TAPT for a variety of reasons. These include:
        - Bundling of related needs differently than that modeled by the system.
        - Differences in costs.
        - Need for geographical equity. TAPT does not consider the need to balance investments between different areas or regions, but this is an important factor in "real world" decisions.
        - Limitations in uses of funding. TAPT models a budget as a single fund that can be used without limitation for any project.
        - CDOT or agency staff may identify additional factors and perspectives in prioritizing needs beyond those captured in any model.

Ideally, the outcomes of the analytic process and application will be:

- ✓ A capital plan that reflects available funding and incorporates TAPT priorities as is reasonable.
- ✓ A prioritized list of SGR needs that helps inform decisions concerning where additional and/or future investment should be directed.
- ✓ A list of prioritized needs that is a product of Plan participants judgment, TAPT analysis, and institutional experience.

Chapter 5

SGR Targets and Investment Prioritization

Understanding investment needs and prioritizing asset replacement is a key element of developing a useful and actionable transit asset management plan. This section provides an overview of funding requirements to meet SGR and outlines specific asset prioritization needs.

Overview

As the sponsor of Colorado's Group Plan, CDOT has evaluated the asset replacement needs using funding streams from both the federal and state sources. As outlined in Chapter 4, CDOT has used TAPT as the analytic tool to provide a baseline to predict investments needed to achieve and maintain assets in a state of good repair.

Federal Legislative Context

In 49 CFR 625.25, FTA requires than a group TAM plan include a "provider's project-based prioritization of investments." The investment prioritization must "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 group TAM plan horizon period."

Transit Funding in Colorado

Funding for Colorado's transit capital investments draws from federal, state and local sources. For the investment analysis in this TAM Plan, estimates of future Federal, State and Local funding were derived from recent CDOT and participating agencies' spending history. Tables 5-1 and 5-2 show the historical average of annual capital spending over a three year period. Based on these figures, an annual $15 million budget for combined State, Federal and Local asset management was used to model a theoretical asset investment plan and resulting SGR Targets for this Group TAM Plan. A second, fiscally unconstrained model is also used to develop the TAM Plan's Project Prioritization.

Table 5-1: 3-Year Average Vehicle Funding

Vehicle Funding	
State	$4,067,134
Federal	$4,363,837
Local	$6,267,561
Combined	$14,698,542

Table 5-2: 3-Year Average Facility Funding

Facilities Funding	
State	$332,000
Federal	$33,233
Combined	$365,233

Estimated Investment Needs

In order to fund all assets projected to need replacement in the next 4 years, with no backlog, the TAPT analysis indicates a budget requirement just over $118 million combined, as shown in Table 5-3. In this timeline, 99% of assets requiring replacement are in the vehicle category.

Table 5-3. Unconstrained Needs Estimate

Year	Amount
2019	$62,680,586
2020	$14,144,943
2021	$29,972,197
2022	$11,342,138

The TAPT analysis was also used to model an investment scenario based on the combined estimated $15 million annual capital budget. Given these annual funding levels and resulting theoretical investment prioritization, the participating agencies could expect to see a range of approximately $62 million - $74 million in combined SGR needs year-to-year through the four-year plan horizon. The estimated $15 million capital budget, if invested according to the modeled replacement prioritization, would result in a backlog of $48 million - $64 million for asset replacements year over year, as shown in Table 5-4 below.

Table 5-4. $15 million Scenario Budget with Backlog

Year	Amount	Backlog
2019	$62,680,586	$48,214,266
2020	$62,359,209	$46,849,643
2021	$76,821,840	$62,419,392
2022	$73,761,530	$62,991,648

Table 5-5 summarizes the TAPT recommended prioritized replacements over the first four years in the TAM Plan horizon, based on the $15 million budget scenario and broken down by asset class. Note: While the investment analysis projects facility investments by individual subcomponents, facility figures in the table represent the number of facilities returned to an overall SGR rather than the number of subcomponent investments in the scenario.

In the model scenarios, the aerial tramways were treated with the FTA default ULB of 12 years. All the vehicles in this class are owned and operated by the Town of Mountain Village. The agency manages these vehicles using a significantly longer expected life policy and replacement plan of 20-30 years. The model recommends replacement of all 50 aerial tramway vehicles beyond the 12-yr SGR within the first year of this Plan, which sets an unrealistic expectation, considering the agency's vehicle expected life. To compensate, the replacement count in the Table 5-5 scenario below has been adjusted from 50 to 28 based on a 20-yr replacement age, rather than the 12-yr default.

Table 5-5. $15 Million Annual Investment Scenario, Number of Investments by Asset Class

Asset Category	Class	2019	2020	2021	2022
Revenue Vehicles	Aerial Tramway*	28	7	0	0
	Bus – Large	0	5	12	0
	Bus – Medium	1	5	0	7
	Cutaway – Large	3	8	3	0
	Cutaway – Small	26	21	29	0
	Van/Minivan	61	8	16	13
	Automobile	18	6	4	3
	TOTAL Revenue Vehicles	137	60	64	23
Service Vehicles	Trucks & Other	1	0	2	0
	Automobile	10	2	0	0
	TOTAL Service Vehicles	11	2	2	0
Facilities†	Support Facilities	3	3	1	0
	Passenger Facilities	1	5	1	1
	TOTAL Facilities	4	8	2	2
TOTAL		**152**	**70**	**68**	**25**

*Based on agency's expected vehicle life

†Reflects number of facilities returned to SGR, rather than the number of subcomponent investments

State of Good Repair (SGR) Targets

Assuming the $15 million prioritized investment plan were theoretically implemented in 2019, the SGR measures for each of the asset classes identified in this plan would be improved accordingly. These resulting measures, depicted in Table 5-6, form the 2019 SGR Targets for this Group TAM Plan. SGR Targets are a measure of the percent of assets in each class that are beyond a state of good repair following the program year's replacements. Therefore, a lower SGR Target represents a better asset class condition and a higher SGR Target represents a less favorable asset class condition. Note: The aerial tramway target is based on the adjusted number of 2019 replacements in Table 5-5.

Table 5-6. 2019 Group TAM Plan SGR Targets

Asset Category	Class	Current % Beyond SGR	2019 Target
Revenue Vehicles	Aerial Tramway*	80.3%	41%
	Bus – Large	19.9%	20%
	Bus – Medium	15%	14%
	Cutaway – Large	18.2%	15%
	Cutaway – Small	28.8%	18%
	Van/Minivan	26%	2%
	Automobile	35.9%	8%
	TOTAL Revenue Vehicles	*27.7%*	*15%*
Service Vehicles	Trucks & Other Rubber Tire Vehicles	13.5%	11%
	Automobiles	47.8%	4%
	TOTAL Service Vehicles	*26.7%*	*8%*
Facilities	Support Facilities	15.6%	11%
	Passenger Facilities	2.1%	2%
	TOTAL Facilities	*5.5%*	*4%*

*Based on agency's expected vehicle life

Utilizing the Group TAM Plan

It is important at this point to briefly note some of the limitations of this TAM Plan and to consider how it can best be used by CDOT and by plan participants to improve the condition of transit assets.

Of particular significance is the fact that the SGR measures, model investment scenarios and resulting SGR Targets are based on uniform parameters for all the assets in the plan. Using a single ULB for all the vehicle assets in a certain class within a Group TAM Plan allows all the vehicles across multiple agencies to be compared like-for-like against one another. Doing so, however, also asserts that every vehicle in a certain asset class is actually beyond SGR and prime for replacement at the same age regardless of those vehicle's unique characteristics and operating environments. Similarly, the resulting model investment scenarios are based on asset age alongside estimated maintenance costs, passenger delay costs, replacement costs and emissions costs derived from aggregated industry data rather than the actual costs related to each agency's operating environments and each asset's characteristics. More sophisticated TAM Plans and analyses are possible, but are more feasible when they are developed and limited to a single agency versus a Group TAM Plan where availability of consistent and reliable data from numerous agencies is more difficult to obtain.

Another inherent limitation in this Group TAM Plan is that actual investment decisions are not centralized. Every participating agency manages its own capital budget and makes its own asset replacement plans based on its specific environment, policies and local priorities. Those decisions consider many unique factors not included in this Plan. Further, the estimated Local funding estimate used in the Plan's investment scenarios assumes funding in prior years is representative of actual funds available and that it will continue to be available in future years. It also assumes that all local funds are available to replace any asset throughout the collective Group TAM Plan inventory.

With these limitations in mind, this Group TAM Plan is best utilized as a tool to better inform investment decisions rather than as a firm, prescriptive plan of investments. CDOT may use the prioritization of projects and the multi-year balance of those investments among the various asset classes to inform its decisions on how it balances the use of its consolidated capital funds among different capital needs. CDOT will also consider where individual assets fall beyond a state of good repair relative to other like assets within the statewide inventory when it evaluates competitive applications for Federal or State funding. Plan Participants would be expected to optimize the use of their capital funding by also considering the relative age of vehicles and condition of facilities among all the agency's assets when developing capital plans. Agencies that do not already consider increasing maintenance costs or cost of passenger delays in their capital planning might look to the model prioritized projects list to inform their replacement decisions.

The Group TAM Plan will undergo periodic, if not annual updates. Refinements to the asset inventory data will continually improve the effectiveness of the Plan as a reliable tool. In subsequent updates, other Plan improvements will be considered, such the inclusion of asset maintenance data in investment prioritizations, improved and standardized vehicle and facility condition assessments and the identification of each participating agency's capital budgets. In addition, the ULB for aerial tramways will be adjusted to the agency's unique expected life, so that more realistic SGR measures, targets and prioritization models are reflected in the Plan.

Project Prioritization

This section presents the prioritized list of investments for assets within this Plan, using the *fiscally unconstrained scenario* of asset replacement to generate the results.

The project prioritization is presented in Table 5-7 below, sorted in order of project year and project rank for the next 4 years. The table includes 5 columns:

- **Year**. The program year of the investment. (Year Enters SGR Backlog for Unconstrained Model)
- **Asset ID Code**. Identifies the specific asset(s) in the investment. For vehicle assets, the ID is comprised of the owner/operator, the agency's vehicle ID, and the vehicle model. For facilities, the ID is comprised of the agency name and the facility name.
- **Description**. The asset type, as defined in the asset classes presented in Chapter 3. For facilities, this also includes the subcomponent (e.g. substructure, shell, interior etc.).
- **Cost**. The projected cost of the investment or replacement.
- **Rank**. The priority of the investment within the program year, descending from a Rank value of one (1). Rank is assigned according to the Prioritization Index (PI) value of the investment. Projects with the same Rank value carried equal PI values.

Table 5-7. Investment Priorities by Asset, Unconstrained Funding Scenario

Program Year	Asset ID Code	Description	Costs	Rank
2019	RFTA V14-WINDSTAR	Van/Minivan	$39,352	1
2019	NECALG 34-Van	Van/Minivan	$39,352	2
2019	NECALG 35-Van	Van/Minivan	$39,352	2
2019	NECALG 36-Van	Van/Minivan	$39,352	2
2019	NECALG 37-Club Wagon	Van/Minivan	$39,352	2
2019	NECALG 36-Van	Van/Minivan	$39,352	2
2019	ECCOG DDI-Safari	Van/Minivan	$39,352	7
2019	City and County of Broomfield 1660-Taurus	Automobile (Rev)	$33,145	8
2019	Mountain Village, Town of ES-12-Suburban	Automobile (Rev)	$33,145	9
2019	RFTA C6-Explorer	Automobile (Rev)	$33,145	10
2019	El Paso Fountain Valley S.C.P 325-Econovan	Van/Minivan	$39,352	11
2019	Mountain Village, Town of PT-06-Van/Handicap	Van/Minivan	$39,352	11
2019	Montezuma County 32-3-Expedition XLT	Automobile (Rev)	$33,145	13
2019	Wet Mountain Valley Community Services, Inc Wet Mtn-F250 Econoline	Automobile (Rev)	$33,145	13
2019	Dolores County 1-Windstar	Van/Minivan	$39,352	15
2019	Mountain Village, Town of ES-02-Yukon XL	Van/Minivan	$39,352	15
2019	NECALG 56-Caravan	Van/Minivan	$39,352	15
2019	Mountain Village, Town of ES-08-Highlander Ltd Hybrid	Automobile (Rev)	$33,145	18
2019	Mountain Village, Town of ES-18-Highlander Hybrid	Automobile (Rev)	$33,145	18
2019	Montezuma County 32-4-Monterey	Van/Minivan	$39,352	20
2019	NECALG 20-Grand Caravan Sport	Van/Minivan	$39,352	20
2019	RFTA G5-MONTANA	Van/Minivan	$39,352	20
2019	RFTA X2-Explorer	Automobile (Rev)	$33,145	23
2019	RFTA X3-Explorer	Automobile (Rev)	$33,145	23
2019	Senior Resource Development Agency 823-Focus Passenger Car	Automobile (Rev)	$33,145	23
2019	Senior Resource Development Agency 824-Focus Passenger Car	Automobile (Rev)	$33,145	23
2019	NECALG 60-Grand Caravan	Van/Minivan	$39,352	27
2019	NECALG 61-Grand Caravan	Van/Minivan	$39,352	27
2019	RFTA G7-Van	Van/Minivan	$39,352	27
2019	Town of Telluride 126-Passenger Van	Van/Minivan	$39,352	27
2019	Town of Breckenridge 7427-PRIUS	Automobile (Serv)	$34,250	31
2019	Mountain Village, Town of ES-20-Yukon XL	Automobile (Rev)	$33,145	32
2019	Mountain Village, Town of PT-11-Escape Hybrid	Automobile (Serv)	$34,250	33
2019	RFTA C7-Explorer	Automobile (Serv)	$34,250	33
2019	All Points Transit 21-MPV Wagon DX	Van/Minivan	$39,352	35
2019	Huerfano/Las Animas Area Council of Governments 17-Caravan	Van/Minivan	$39,352	35
2019	Huerfano/Las Animas Area Council of Governments 16-Caravan	Van/Minivan	$39,352	35

Program Year	Asset ID Code	Description	Costs	Rank
2019	NECALG 69-Caravan	Van/Minivan	$39,352	35
2019	NECALG 71-Caravan	Van/Minivan	$39,352	35
2019	NECALG 72-Grand Caravan	Van/Minivan	$39,352	35
2019	NECALG 73-Grand Caravan	Van/Minivan	$39,352	35
2019	NECALG 73-Grand Caravan	Van/Minivan	$39,352	35
2019	Park County 88-Trailblazer	Automobile (Rev)	$33,145	43
2019	Via Mobility Services VPT-100-Prius	Automobile (Rev)	$33,145	43
2019	Park County 36-MV200	Cutaway - Sm	$88,726	45
2019	All Points Transit 22-Uplander	Van/Minivan	$39,352	46
2019	City of Loveland 8026-Uplander	Van/Minivan	$39,352	46
2019	City of Loveland 8026-Uplander	Van/Minivan	$39,352	46
2019	Montezuma County 32-5-Uplander - ADA Braun	Van/Minivan	$39,352	46
2019	Mountain Village, Town of ES-15-C-10 Chevy Van	Van/Minivan	$39,352	46
2019	NECALG 74-Uplander	Van/Minivan	$39,352	46
2019	NECALG 76-Uplander	Van/Minivan	$39,352	46
2019	NECALG 77-Uplander	Van/Minivan	$39,352	46
2019	NECALG 78-Uplander	Van/Minivan	$39,352	46
2019	NECALG 79-Uplander	Van/Minivan	$39,352	46
2019	NECALG 77-Uplander	Van/Minivan	$39,352	46
2019	RFTA L3-FUSION	Van/Minivan	$39,352	46
2019	RFTA L1-STATION WAGON	Cutaway - Sm	$88,726	58
2019	Town of Avon #332-Tahoe	Automobile (Serv)	$34,250	59
2019	Town of Avon #800-Escape Hybrid	Automobile (Serv)	$34,250	59
2019	Teller Senior Coalition Outback-Outback	Automobile (Rev)	$33,145	61
2019	Via Mobility Services VPT-101-Prius	Automobile (Rev)	$33,145	61
2019	Via Mobility Services VPT-102 -Prius	Automobile (Rev)	$33,145	61
2019	Pueblo Admin / Maintenance	Facility-Equipment	$1,319,370	64
2019	RFTA T4-SAND TRUCK	Trucks & Other	$41,660	65
2019	RFTA AMF Old	Facility-Conveyance	$721,786	66
2019	Mountain Village, Town of GO-02-Suburban	Automobile (Serv)	$34,250	67
2019	RFTA C10-COMMANDER	Automobile (Serv)	$34,250	67
2019	RFTA C11-COMMANDER	Automobile (Serv)	$34,250	67
2019	RFTA L2-PRIUS	Automobile (Serv)	$34,250	67
2019	Castle Rock Senior Center Inc V-7-Town and Country	Van/Minivan	$39,352	71
2019	Dolores County 2-Grand Caravan	Van/Minivan	$39,352	71
2019	El Paso Fountain Valley S.C.P 329-Grand Caravan	Van/Minivan	$39,352	71
2019	El Paso Fountain Valley S.C.P 324-Grand Caravan	Van/Minivan	$39,352	71
2019	Huerfano/Las Animas Area Council of Governments 802-Uplander	Van/Minivan	$39,352	71
2019	Huerfano/Las Animas Area Council of Governments 803-Uplander	Van/Minivan	$39,352	71

Program Year	Asset ID Code	Description	Costs	Rank
2019	Mountain Village, Town of ES-16-SD 12 PASSENGER VAN	Van/Minivan	$39,352	71
2019	Mountain Village, Town of ES-17-SD 12 PASSENGER VAN	Van/Minivan	$39,352	71
2019	NECALG 83-Uplander	Van/Minivan	$39,352	71
2019	RFTA L4-GRAND CARAVAN	Van/Minivan	$39,352	71
2019	SUCAP SC-374-Grand Caravan	Van/Minivan	$39,352	71
2019	Teller Senior Coalition Savana Van-Savana	Van/Minivan	$39,352	71
2019	Mountain Village, Town of 42-10904-CWA OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 23-10901-CWA OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 15-10906-CWA OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 49-10907-CWA OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 41-10897-CWA OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 11-10898-CWA OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 43-10908-CWA OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 18-10902-CWA OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 50-10905-CWA OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 21-10909-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 10-10910-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 13-10913-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 1-10896-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 17-10903-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 3-10889-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 7-10890-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 25-10891-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 6-10895-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 5-10893-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 22-10899-OMEGA-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 55-10892-OM-S	Aerial Tramway	$45,000	83
2019	Mountain Village, Town of 56-10911-OM-S	Aerial Tramway	$45,000	83
2019	RFTA G1-Panel VAN	Cutaway - Sm	$88,726	105
2019	Mountain Village, Town of 31-21932-CWA OMEGA-S	Aerial Tramway	$45,000	106
2019	Mountain Village, Town of 54-21936-CWA OMEGA-S	Aerial Tramway	$45,000	106
2019	Mountain Village, Town of 45-21935-CWA OMEGA-S	Aerial Tramway	$45,000	106
2019	Mountain Village, Town of 29-21934-OMEGA-S	Aerial Tramway	$45,000	106

Program Year	Asset ID Code	Description	Costs	Rank
2019	Mountain Village, Town of 30-21933-OMEGA-S	Aerial Tramway	$45,000	106
2019	Mountain Village, Town of 27-21937-OMEGA-S	Aerial Tramway	$45,000	106
2019	El Paso Fountain Valley S.C.P Kitty Pastor Building 1	Facility-Equipment	$88,400	112
2019	Town of Snowmass Village Daly Lane Depot	Facility-Equipment	$501,582	113
2019	El Paso Fountain Valley S.C.P 320-GCII	Cutaway - Sm	$88,726	114
2019	El Paso Fountain Valley S.C.P 319-GCII	Cutaway - Sm	$88,726	114
2019	Senior Resource Development Agency 813-Ram Van	Cutaway - Sm	$88,726	114
2019	El Paso Fountain Valley S.C.P Kitty Pastor Building 1	Facility-Conveyance	$44,200	117
2019	Senior Resource Development Agency 828-Focus	Automobile (Rev)	$33,145	118
2019	Pueblo 63001-Fusion	Automobile (Serv)	$34,250	119
2019	City of Loveland 8018-CL100	Cutaway - Lg	$88,726	120
2019	NECALG 49-GCII	Cutaway - Sm	$88,726	120
2019	NECALG 50-GCII	Cutaway - Sm	$88,726	120
2019	Mountain Village, Town of 53-23300-CWA OMEGA-S	Aerial Tramway	$45,000	123
2019	Mountain Village, Town of 34-23299-CWA OMEGA-S	Aerial Tramway	$45,000	123
2019	Mountain Village, Town of 38-23301-CWA OMEGA-S	Aerial Tramway	$45,000	123
2019	Mountain Village, Town of 37-23302-OMEGA-S	Aerial Tramway	$45,000	123
2019	Mountain Village, Town of 47-23297-OMEGA-S	Aerial Tramway	$45,000	123
2019	Mountain Village, Town of 35-23298-OMEGA-S	Aerial Tramway	$45,000	123
2019	Town of Winter Park Bus Barn	Facility-Interior	$143,650	129
2019	El Paso Fountain Valley S.C.P Kitty Pastor Building 1	Facility-Fire	$22,100	130
2019	Senior's Resource Center SRC Evergreen	Facility-Fire	$5,525	130
2019	City of Aspen S-10-Aerotech 200	Cutaway - Sm	$88,726	132
2019	El Paso Fountain Valley S.C.P 315-Pacer II	Cutaway - Sm	$88,726	132
2019	Golden Age Council 3-Cutaway	Cutaway - Sm	$88,726	132
2019	Montezuma County 32-2-GOSHEN	Cutaway - Sm	$88,726	132
2019	RFTA S10-EL DORADO	Cutaway - Sm	$88,726	132
2019	Mountain Village, Town of 9-25905-3-CWA OMEGA-III	Aerial Tramway	$45,000	137
2019	Mountain Village, Town of 8-25903-3-CWA OMEGA-III	Aerial Tramway	$45,000	137
2019	Mountain Village, Town of 3-25898-3-CWA OMEGA-III	Aerial Tramway	$45,000	137
2019	Mountain Village, Town of 1-25900-3-CWA OMEGA-III	Aerial Tramway	$45,000	137
2019	Mountain Village, Town of 6-25904-3-CWA OMEGA-III	Aerial Tramway	$45,000	137
2019	Mountain Village, Town of 4-25899-3-CWA OMEGA-III	Aerial Tramway	$45,000	137
2019	Mountain Village, Town of 5-25901-3-OMEGA-III	Aerial Tramway	$45,000	137

Program Year	Asset ID Code	Description	Costs	Rank
2019	Mountain Village, Town of 2-25906-3-OMEGA-III	Aerial Tramway	$45,000	137
2019	Mountain Village, Town of 7-25902-3-OMEGA-III	Aerial Tramway	$45,000	137
2019	All Points Transit 28-Entervan	Van/Minivan	$39,352	146
2019	Dolores County 3-Grand Caravan	Van/Minivan	$39,352	146
2019	Mountain Family Center 5-Grand Caravan	Van/Minivan	$39,352	146
2019	Mountain Family Center 8-Grand Caravan	Van/Minivan	$39,352	146
2019	NECALG 95-Grand Caravan	Van/Minivan	$39,352	146
2019	NECALG 95-Grand Caravan	Van/Minivan	$39,352	146
2019	North Front Range Transportation & Air Quality Planning Council 20523-Sienna	Van/Minivan	$39,352	146
2019	North Front Range Transportation & Air Quality Planning Council 20525-Town and Country	Van/Minivan	$39,352	146
2019	Senior Resource Development Agency 827-Caravan	Van/Minivan	$39,352	146
2019	SUCAP SC-2-PV Entervan	Van/Minivan	$39,352	146
2019	RFTA CMF	Facility-Site	$160,115	156
2019	Town of Winter Park Bus Barn	Facility-Site	$71,825	156
2019	Archuleta County 249-Senator	Cutaway - Lg	$88,726	158
2019	Huerfano/Las Animas Area Council of Governments 8-Pacer II	Cutaway - Sm	$88,726	158
2019	Huerfano/Las Animas Area Council of Governments 6-Supreme	Cutaway - Sm	$88,726	158
2019	La Junta City Of 1408-Allstar	Cutaway - Lg	$88,726	158
2019	NECALG 22-Supreme Candidate	Cutaway - Sm	$88,726	158
2019	Prowers County 25-3091-Candidate	Cutaway - Sm	$88,726	158
2019	RFTA G3-Bus	Cutaway - Sm	$88,726	158
2019	Senior Resource Development Agency 821-Pacer II	Cutaway - Sm	$88,726	158
2019	Mountain Village, Town of 16-27273-OMEGA-III XL	Aerial Tramway	$45,000	166
2019	Mountain Village, Town of 28-27272-OMEGA-III XL	Aerial Tramway	$45,000	166
2019	Mountain Village, Town of 12-27270-OMEGA-III XL	Aerial Tramway	$45,000	166
2019	Mountain Village, Town of 4-27269-OMEGA-III XL	Aerial Tramway	$45,000	166
2019	Mountain Village, Town of 24-27268-OMEGA-III XL	Aerial Tramway	$45,000	166
2019	Mountain Village, Town of 20-27267-OMEGA-III XL	Aerial Tramway	$45,000	166
2019	Mountain Village, Town of 8-27271-OMEGA-III XL	Aerial Tramway	$45,000	166
2019	Dolores County Bus-Senator	Cutaway - Sm	$88,726	173
2019	Huerfano/Las Animas Area Council of Governments 9-Supreme	Cutaway - Sm	$88,726	173
2019	NECALG 25-Supreme Candidate	Cutaway - Sm	$88,726	173
2019	RFTA S12 -STARCRAFT	Cutaway - Sm	$88,726	173
2019	RFTA G4-Bus	Cutaway - Sm	$88,726	173

Program Year	Asset ID Code	Description	Costs	Rank
2019	Routt County Government 800-Supreme	Cutaway - Sm	$88,726	173
2019	Steamboat Springs 41-Startrans	Cutaway - Sm	$88,726	173
2019	Steamboat Springs 56-Phantom	Bus - Md	$465,039	180
2019	RFTA CMF	Facility-Plumbing	$320,229	181
2019	RFTA Parker House 2	Facility-Plumbing	$309,400	181
2019	RFTA Parker House 4	Facility-Plumbing	$309,400	181
2019	RFTA AMF Office Trailer	Facility-HVAC	$16,575	181
2019	RFTA CMF	Facility-HVAC	$320,229	181
2019	RFTA Parker House 4	Facility-HVAC	$309,400	181
2019	Pueblo Transit Center	Facility-HVAC	$102,500	181
2019	RFTA Parker House 1	Facility-Electrical	$309,400	181
2019	RFTA Parker House 2	Facility-Electrical	$309,400	181
2019	RFTA Parker House 4	Facility-Electrical	$309,400	181
2019	Pueblo Transit Center	Facility-Electrical	$102,500	181
2019	El Paso Fountain Valley S.C.P Kitty Pastor Building 1	Facility-Plumbing	$44,200	192
2019	Pueblo Admin / Maintenance	Facility-Plumbing	$659,685	192
2019	All Points Transit All Points Transit Office 1	Facility-HVAC	$53,040	192
2019	El Paso Fountain Valley S.C.P Kitty Pastor Building 1	Facility-HVAC	$44,200	192
2019	Steamboat Springs Transit Operations Center	Facility-HVAC	$547,947	192
2019	Pueblo Admin / Maintenance	Facility-HVAC	$659,685	192
2019	El Paso Fountain Valley S.C.P Kitty Pastor Building 1	Facility-Electrical	$44,200	192
2019	Pueblo Admin / Maintenance	Facility-Electrical	$659,685	192
2019	Town of Snowmass Village Daly Lane Depot	Facility-Electrical	$250,791	192
2019	El Paso Fountain Valley S.C.P Kitty Pastor Building 1	Facility-Substructure	$44,200	201
2019	RFTA AMF Office Trailer	Facility-Substructure	$16,575	201
2019	RFTA Parker House 1	Facility-Substructure	$309,400	201
2019	RFTA Parker House 4	Facility-Substructure	$309,400	201
2019	El Paso Fountain Valley S.C.P Kitty Pastor Building 1	Facility-Shell	$44,200	201
2019	RFTA CMF	Facility-Shell	$320,229	201
2019	RFTA Parker House 1	Facility-Shell	$309,400	201
2019	RFTA Parker House 2	Facility-Shell	$309,400	201
2019	RFTA Parker House 4	Facility-Shell	$309,400	201
2019	Routt County Government Steamboat Shop	Facility-Shell	$44,200	201
2019	Town of Winter Park Bus Barn	Facility-Shell	$143,650	201
2019	Town of Snowmass Village RFTA Depot at Village Mall	Facility-Shell	$183,872	201
2019	El Paso Fountain Valley S.C.P Kitty Pastor Building 1	Facility-Interior	$44,200	201

Program Year	Asset ID Code	Description	Costs	Rank
2019	RFTA AMF Office Trailer	Facility-Interior	$16,575	201
2019	RFTA CMF	Facility-Interior	$320,229	201
2019	RFTA Parker House 1	Facility-Interior	$309,400	201
2019	RFTA Parker House 4	Facility-Interior	$309,400	201
2019	Town of Snowmass Village Brush Crk/Owl Crk DH Bus Stop	Facility-Shell	$36,841	218
2019	Senior's Resource Center 5562-Prius	Automobile (Rev)	$33,145	219
2019	Senior's Resource Center 5561-Prius	Automobile (Rev)	$33,145	219
2019	City of Aspen S-13-Aerotech	Cutaway - Sm	$88,726	221
2019	City of Aspen S-14-Aerotech	Cutaway - Sm	$88,726	221
2019	Prowers County 25-3092-Candidate	Cutaway - Sm	$88,726	221
2019	Pueblo 63305-G27	Cutaway - Lg	$88,726	221
2019	RFTA S13-EL DORADO	Cutaway - Sm	$88,726	221
2019	RFTA S14-EL DORADO	Cutaway - Sm	$88,726	221
2019	Mountain Village, Town of 40-31029-CWA OMEGA-III XL	Aerial Tramway	$45,000	227
2019	Mountain Village, Town of 44-31030-OMEGA-III XL	Aerial Tramway	$45,000	227
2019	Mountain Village, Town of 48-31031-OMEGA-III XL	Aerial Tramway	$45,000	227
2019	Mountain Village, Town of 36-31032-OMEGA-III XL	Aerial Tramway	$45,000	227
2019	Mountain Village, Town of 32-31033-OMEGA-III XL	Aerial Tramway	$45,000	227
2019	Mountain Village, Town of 11-31028-3-OMEGA-III	Aerial Tramway	$45,000	227
2019	Mountain Village, Town of 10-31027-3-OMEGA-III	Aerial Tramway	$45,000	227
2019	RFTA 376-AN440 TRANSLINER	Bus - Lg	$482,445	234
2019	RFTA 377-AN440 TRANSLINER	Bus - Lg	$482,445	234
2019	RFTA 378-AN440 TRANSLINER	Bus - Lg	$482,445	234
2019	RFTA 382-AN440 TRANSLINER	Bus - Lg	$482,445	234
2019	RFTA 386-AN440 TRANSLINER	Bus - Lg	$482,445	234
2019	Mountain Express 40-AS FE	Bus - Md	$465,039	239
2019	El Paso Fountain Valley S.C.P Kitty Pastor Building 1	Facility-Site	$22,100	240
2019	RFTA Bunker Offices	Facility-Site	$22,100	240
2019	RFTA Parker House 1	Facility-Site	$154,700	240
2019	RFTA Parker House 2	Facility-Site	$154,700	240
2019	RFTA Parker House 3	Facility-Site	$154,700	240
2019	RFTA Parker House 4	Facility-Site	$154,700	240
2019	Town of Snowmass Village RFTA Depot at Village Mall	Facility-Site	$91,936	240
2019	Town of Snowmass Village Daly Lane Depot	Facility-Site	$125,395	240
2019	Town of Snowmass Village Brush Crk/Owl Crk DH Bus Stop	Facility-Site	$18,420	240

Program Year	Asset ID Code	Description	Costs	Rank
2019	Town of Snowmass Village Brush Crk./Owl Crk UH Pullout	Facility-Site	$13,072	249
2019	Town of Snowmass Village Brush Creek/Faraway Pull Out	Facility-Site	$20,763	249
2019	Town of Snowmass Village Brush Crk/Faraway DH Bus Stop	Facility-Site	$25,316	249
2019	City of Loveland 8024-Allstar	Cutaway - Sm	$88,726	252
2019	City of Loveland 8022-Allstar	Cutaway - Sm	$88,726	252
2019	City of Loveland 8022-E35Y	Cutaway - Sm	$88,726	252
2019	Eagle County 453-Aeroelite	Cutaway - Lg	$88,726	252
2019	Eagle County 454-Aeroelite	Cutaway - Lg	$88,726	252
2019	El Paso Fountain Valley S.C.P 326-Starcraft	Cutaway - Sm	$88,726	252
2019	Golden Age Council 2-Econoline	Cutaway - Sm	$88,726	252
2019	Huerfano/Las Animas Area Council of Governments 7-Allstar	Cutaway - Sm	$88,726	252
2019	Mountain Village, Town of PT-14-GCII	Cutaway - Sm	$88,726	252
2019	NECALG 64-Senator	Cutaway - Lg	$88,726	252
2019	NECALG 65-Senator	Cutaway - Lg	$88,726	252
2019	NECALG 66-Senator	Cutaway - Lg	$88,726	252
2019	NECALG 67-Senator	Cutaway - Lg	$88,726	252
2019	Pueblo 63207-Econoline	Cutaway - Lg	$88,726	252
2019	RFTA G8-Bus	Cutaway - Sm	$88,726	252
2019	Senior Resource Development Agency 825-Allstar	Cutaway - Sm	$88,726	252
2019	Via Mobility Services VPT-47-Allstar	Cutaway - Sm	$88,726	252
2019	Via Mobility Services VPT-48-Allstar	Cutaway - Sm	$88,726	252
2019	Via Mobility Services VPT-49-Senator	Cutaway - Sm	$88,726	252
2019	Via Mobility Services VPT-50-Senator	Cutaway - Sm	$88,726	252
2019	Via Mobility Services VPT-51-Senator	Cutaway - Sm	$88,726	252
2019	Via Mobility Services VPT-52-Senator	Cutaway - Sm	$88,726	252
2019	Via Mobility Services VPT-53-Allstar	Cutaway - Sm	$88,726	252
2019	Mountain Express 41-AS FE	Bus - Md	$465,039	275
2019	Pueblo 63240-Opus	Bus - Md	$465,039	275
2019	Town of Breckenridge 9207-Opus LFB-29	Bus - Md	$465,039	275
2019	Town of Breckenridge 9209-Opus LFB-29	Bus - Md	$465,039	275
2019	ECCOG DDI-Caravan	Van/Minivan	$39,352	279
2019	Montezuma County 32-6-Amerivan	Van/Minivan	$39,352	279
2019	NECALG 98-Grand Caravan	Van/Minivan	$39,352	279
2019	NECALG 99-Grand Caravan	Van/Minivan	$39,352	279
2019	NECALG 100-Grand Caravan	Van/Minivan	$39,352	279
2019	North Front Range Transportation & Air Quality Planning Council 20534-Grand Caravan	Van/Minivan	$39,352	279
2019	Senior Resource Development Agency 805-Town & Country	Van/Minivan	$39,352	279
2019	SUCAP RR 10-250	Van/Minivan	$39,352	279
2019	RFTA G2-F250	Trucks & Other	$41,660	287

Program Year	Asset ID Code	Description	Costs	Rank
2019	City of Aspen 260-AN 435L Bus	Bus - Lg	$482,445	288
2019	City of Aspen 262-AN 435L Bus	Bus - Lg	$482,445	288
2019	City of Aspen 264-AN 435L Bus	Bus - Lg	$482,445	288
2019	City of Aspen 261-AN 435L Bus	Bus - Lg	$482,445	288
2019	City of Aspen 263-AN 435L Bus	Bus - Lg	$482,445	288
2019	City of Aspen 265-AN 435L Bus	Bus - Lg	$482,445	288
2019	Mountain Express 39-A3 RE	Bus - Lg	$482,445	288
2019	Pueblo 63112-Phantom	Bus - Lg	$482,445	288
2019	RFTA 261-AN 435L BUS	Bus - Lg	$482,445	288
2019	RFTA 262-AN 435L BUS	Bus - Lg	$482,445	288
2019	RFTA 263-AN 435L BUS	Bus - Lg	$482,445	288
2019	Steamboat Springs 61-Phantom	Bus - Lg	$482,445	288
2019	All Points Transit S1-Fiesta	Automobile (Serv)	$34,250	300
2019	Huerfano/Las Animas Area Council of Governments 805-Jeep Liberty	Automobile (Serv)	$34,250	300
2019	Mountain Express 42-Transit-Liner	Bus - Lg	$482,445	302
2019	Mountain Express 43-Transit-Liner	Bus - Lg	$482,445	302
2019	RFTA 327-Windstar	Bus - Lg	$482,445	302
2019	RFTA 328-Universal	Bus - Lg	$482,445	302
2019	Steamboat Springs 65-Phantom	Bus - Lg	$482,445	302
2019	Steamboat Springs 64-Phantom	Bus - Lg	$482,445	302
2019	Steamboat Springs 66-Phantom	Bus - Lg	$482,445	302
2019	Steamboat Springs 63-Phantom	Bus - Lg	$482,445	302
2019	Steamboat Springs 62-Phantom	Bus - Lg	$482,445	302
2019	Summit Stage 546-AN-440	Bus - Lg	$482,445	302
2019	Summit Stage 543-AN-440	Bus - Lg	$482,445	302
2019	Summit Stage 545-AN-440	Bus - Lg	$482,445	302
2019	Summit Stage 547-AN-440	Bus - Lg	$482,445	302
2019	Summit Stage 548-AN-440	Bus - Lg	$482,445	302
2019	Summit Stage 551-AN-440	Bus - Lg	$482,445	302
2019	All Points Transit 100-Turtle Top	Cutaway - Sm	$88,726	317
2019	City of Lakewood 300-Body on chassis	Cutaway - Lg	$88,726	317
2019	City of Lakewood 306-Body on chassis	Cutaway - Lg	$88,726	317
2019	Park County 85-Senator	Cutaway - Sm	$88,726	317
2019	Park County 86-Senator	Cutaway - Sm	$88,726	317
2019	RFTA G9-Bus	Cutaway - Sm	$88,726	317
2019	RFTA T6-SILVERADO	Trucks & Other	$41,660	323
2019	Summit Stage 555-Phantom	Bus - Md	$465,039	324
2019	Summit Stage 556-Phantom	Bus - Md	$465,039	324
2019	Summit Stage 557-Phantom	Bus - Md	$465,039	324
2019	Summit Stage 558-Phantom	Bus - Md	$465,039	324
2019	Summit Stage 560-Phantom	Bus - Md	$465,039	324
2019	Via Mobility Services HOP-15-Transit	Bus - Md	$465,039	324
2019	Via Mobility Services HOP-17-Transit	Bus - Md	$465,039	324

Program Year	Asset ID Code	Description	Costs	Rank
2019	Town of Avon #850-Phantom	Bus - Lg	$482,445	331
2019	Pueblo 63260-Phantom	Bus - Lg	$482,445	332
2019	RFTA 425-D4500	Bus - Lg	$482,445	332
2019	RFTA 426-D4500	Bus - Lg	$482,445	332
2019	RFTA 427-D4500	Bus - Lg	$482,445	332
2019	RFTA 428-D4500	Bus - Lg	$482,445	332
2019	RFTA T7-F550	Bus - Lg	$482,445	332
2019	Steamboat Springs 1002-D4500 Commuter Coach	Bus - Lg	$482,445	332
2019	Mountain Express 57-Ram 2500	Trucks & Other	$41,660	339
2019	RFTA F8-RANGER	Trucks & Other	$41,660	339
2019	RFTA F9-RANGER	Trucks & Other	$41,660	339
2019	City of Aspen 271-D401 INVERO HYBRID	Bus - Lg	$482,445	342
2019	Eagle County 866-Phantom	Bus - Lg	$482,445	342
2019	Eagle County 865-Phantom	Bus - Lg	$482,445	342
2019	Mountain Express 44-Transit-Liner	Bus - Lg	$482,445	342
2019	RFTA 271-D401 INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 601-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 602-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 603-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 604-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 605-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 606-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 607-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 608-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 609-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 610-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 611-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 612-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	RFTA 613-D40I INVERO HYBRID	Bus - Lg	$482,445	342
2019	Steamboat Springs 1003-D4500 Commuter Coach	Bus - Lg	$482,445	342
2019	Town of Avon #853-Opus	Bus - Lg	$482,445	342
2019	All Points Transit 26-Allstar	Cutaway - Sm	$88,726	362
2019	City and County of Broomfield 1630-Allstar	Cutaway - Sm	$88,726	362
2019	City of Aspen S-15-Allstar	Cutaway - Sm	$88,726	362
2019	City of Aspen S-16-Allstar	Cutaway - Sm	$88,726	362
2019	City of Aspen S-17-Allstar	Cutaway - Sm	$88,726	362
2019	City of Aspen S-18-Allstar	Cutaway - Sm	$88,726	362
2019	El Paso Fountain Valley S.C.P 321-Pacer II	Cutaway - Sm	$88,726	362
2019	Huerfano/Las Animas Area Council of Governments 804-Allstar	Cutaway - Sm	$88,726	362
2019	Huerfano/Las Animas Area Council of Governments 901-Allstar	Cutaway - Sm	$88,726	362
2019	NECALG 87-Allstar	Cutaway - Sm	$88,726	362
2019	NECALG 88-Allstar	Cutaway - Sm	$88,726	362

Program Year	Asset ID Code	Description	Costs	Rank
2019	Neighbor to Neighbor Volunteers Mtn. Goat-Odyssey	Cutaway - Sm	$88,726	362
2019	RFTA S15-STARCRAFT	Cutaway - Sm	$88,726	362
2019	RFTA S16-STARCRAFT	Cutaway - Sm	$88,726	362
2019	RFTA S17-STARCRAFT	Cutaway - Sm	$88,726	362
2019	RFTA S18-STARCRAFT	Cutaway - Sm	$88,726	362
2019	RFTA G11-Allstar	Cutaway - Sm	$88,726	362
2019	RFTA G12-PACER	Cutaway - Sm	$88,726	362
2019	Senior Resource Development Agency 826-Allstar	Cutaway - Sm	$88,726	362
2019	Senior's Resource Center 93-Pacer	Cutaway - Sm	$88,726	362
2019	Senior's Resource Center 91-Allstar	Cutaway - Sm	$88,726	362
2019	Town of Berthoud BATS # 10-Van Terra	Cutaway - Sm	$88,726	362
2019	Town of Telluride 129-President RE	Cutaway - Lg	$88,726	362
2019	Via Mobility Services VPT-55-Pacer II	Cutaway - Sm	$88,726	362
2019	Via Mobility Services VPT-56-Pacer II	Cutaway - Sm	$88,726	362
2019	Via Mobility Services VPT-57-Pacer II	Cutaway - Sm	$88,726	362
2020	Golden Age Council 6-Grand Caravan	Automobile (Rev)	$33,145	1
2020	Summit Stage 309-MV-1	Automobile (Rev)	$33,145	1
2020	Via Mobility Services VPT-103-Prius V	Automobile (Rev)	$33,145	1
2020	Via Mobility Services VPT-104-Prius V	Automobile (Rev)	$33,145	1
2020	All Points Transit 32-Entervan	Van/Minivan	$39,352	5
2020	All Points Transit 31-E1500 Van	Van/Minivan	$39,352	5
2020	Castle Rock Senior Center Inc MV-1-MV-1	Van/Minivan	$39,352	5
2020	Dolores County 4-Grand Caravan	Van/Minivan	$39,352	5
2020	North Front Range Transportation & Air Quality Planning Council 20542-Grand Caravan	Van/Minivan	$39,352	5
2020	North Front Range Transportation & Air Quality Planning Council 20544-Grand Caravan	Van/Minivan	$39,352	5
2020	North Front Range Transportation & Air Quality Planning Council 20545-Grand Caravan	Van/Minivan	$39,352	5
2020	North Front Range Transportation & Air Quality Planning Council 20547-Grand Caravan	Van/Minivan	$39,352	5
2020	North Front Range Transportation & Air Quality Planning Council 20548-Grand Caravan	Van/Minivan	$39,352	5
2020	North Front Range Transportation & Air Quality Planning Council 20551-Grand Caravan	Van/Minivan	$39,352	5
2020	North Front Range Transportation & Air Quality Planning Council 20553-Sienna	Van/Minivan	$39,352	5
2020	Via Mobility Services VPT-60-MV-1	Van/Minivan	$39,352	5
2020	Via Mobility Services VPT-61-MV-1	Van/Minivan	$39,352	5
2020	Via Mobility Services VPT-62-MV-1	Van/Minivan	$39,352	5
2020	Via Mobility Services VPT-63-MV-1	Van/Minivan	$39,352	5
2020	Via Mobility Services VPT-64-MV-1	Van/Minivan	$39,352	5
2020	Mountain Express 58-Dakota	Trucks & Other	$41,660	21
2020	Via Mobility Services HOP-18-Transit	Bus - Md	$465,039	22
2020	Via Mobility Services HOP-19-Transit	Bus - Md	$465,039	22

Program Year	Asset ID Code	Description	Costs	Rank
2020	Via Mobility Services HOP-20-Transit	Bus - Md	$465,039	22
2020	City of Aspen 272-D401 INVERO HYBRID	Bus - Lg	$482,445	25
2020	City of Aspen 273-D401 INVERO HYBRID	Bus - Lg	$482,445	25
2020	City of Aspen 274-D401 INVERO HYBRID	Bus - Lg	$482,445	25
2020	City of Black Hawk Ten-ULTRA LF	Bus - Lg	$482,445	25
2020	City of Glenwood Springs 398-AN 440 Transliner	Bus - Lg	$482,445	25
2020	Eagle County 868-Phantom	Bus - Lg	$482,445	25
2020	Eagle County 867-Phantom	Bus - Lg	$482,445	25
2020	Pueblo 63106-R80	Bus - Lg	$482,445	25
2020	Pueblo 63206-R80	Bus - Lg	$482,445	25
2020	RFTA 272-D401 INVERO HYBRID	Bus - Lg	$482,445	25
2020	RFTA 273-D401 INVERO HYBRID	Bus - Lg	$482,445	25
2020	RFTA 274-D401 INVERO HYBRID	Bus - Lg	$482,445	25
2020	RFTA 429-D4500	Bus - Lg	$482,445	25
2020	RFTA 430-D4500	Bus - Lg	$482,445	25
2020	RFTA 614-D40I INVERO HYBRID	Bus - Lg	$482,445	25
2020	RFTA 615-D40I INVERO HYBRID	Bus - Lg	$482,445	25
2020	RFTA 616-D40I INVERO HYBRID	Bus - Lg	$482,445	25
2020	RFTA 617-D40I INVERO HYBRID	Bus - Lg	$482,445	25
2020	RFTA 618-D40I INVERO HYBRID	Bus - Lg	$482,445	25
2020	RFTA 619-D40I INVERO HYBRID	Bus - Lg	$482,445	25
2020	RFTA 620-D40I INVERO HYBRID	Bus - Lg	$482,445	25
2020	Steamboat Springs 1004-D4500 Commuter Coach	Bus - Lg	$482,445	25
2020	Mountain Village, Town of 57-37951-OMEGA-III	Aerial Tramway	$45,000	47
2020	Mountain Village, Town of 52-37952-OM-III	Aerial Tramway	$45,000	47
2020	All Points Transit 30-Allstar	Cutaway - Sm	$88,726	49
2020	All Points Transit T-3-Allstar	Cutaway - Sm	$88,726	49
2020	All Points Transit 29-Allstar	Cutaway - Sm	$88,726	49
2020	Bent County Of GATS-Allstar	Cutaway - Sm	$88,726	49
2020	Eagle County 455-Spirit of Mobility	Cutaway - Sm	$88,726	49
2020	Golden Age Council 4-Econoline	Cutaway - Sm	$88,726	49
2020	Golden Age Council 5-Allstar	Cutaway - Sm	$88,726	49
2020	Huerfano/Las Animas Area Council of Governments 1001-Allstar	Cutaway - Sm	$88,726	49
2020	La Junta City Of 1406-EL DORADO	Cutaway - Lg	$88,726	49
2020	NECALG 91-Allstar	Cutaway - Sm	$88,726	49
2020	NECALG 92-Starcraft Allstar	Cutaway - Sm	$88,726	49
2020	NECALG 93-Starcraft Allstar	Cutaway - Sm	$88,726	49
2020	NECALG 94-Starcraft Allstar	Cutaway - Sm	$88,726	49
2020	Senior's Resource Center 5559-Allstar	Cutaway - Sm	$88,726	49
2021	RFTA C12-Explorer	Automobile (Rev)	$33,145	1
2021	RFTA X1-Explorer	Automobile (Rev)	$33,145	1
2021	Senior Resource Development Agency 803-Focus	Automobile (Rev)	$33,145	1
2021	Teller Senior Coalition Escape-Escape	Automobile (Rev)	$33,145	1

Program Year	Asset ID Code	Description	Costs	Rank
2021	City of Durango City Services 1	Facility-Equipment	$326,196	5
2021	Eagle County Vail Transportation Center 1	Facility-Equipment	$124,777	6
2021	Lake County Summit Stage Operations Center 1	Facility-Equipment	$1,140,360	6
2021	Littleton Omnibus LITTLETON SERVICE CENTER 1	Facility-Equipment	$88,400	6
2021	RFTA AMF Old	Facility-Equipment	$1,443,572	6
2021	RFTA AMF Trash Building	Facility-Equipment	$106,080	6
2021	Summit Stage Summit Stage Operations Center	Facility-Equipment	$1,140,360	6
2021	Town of Winter Park Bus Barn	Facility-Equipment	$287,300	6
2021	Pueblo Transit Center	Facility-Equipment	$205,000	6
2021	Summit Stage Frisco Transfer Center	Facility-Equipment	$66,300	6
2021	City of Lakewood Clements Community Center 1	Facility-Equipment	$31,382	15
2021	RFTA GMF Building	Facility-Equipment	$3,469,081	15
2021	Town of Snowmass Village Parcel C Bus Storage Facility	Facility-Equipment	$786,185	15
2021	Summit Stage Silverthorne Station	Facility-Equipment	$912,288	15
2021	Bent County Of BCT#3-Van 15P	Van/Minivan	$39,352	19
2021	El Paso Fountain Valley S.C.P 328-MV1	Van/Minivan	$39,352	19
2021	Neighbor to Neighbor Volunteers Mini Van-Grand Caravan	Van/Minivan	$39,352	19
2021	North Front Range Transportation & Air Quality Planning Council 20367-Grand Caravan	Van/Minivan	$39,352	19
2021	North Front Range Transportation & Air Quality Planning Council 20368-Grand Caravan	Van/Minivan	$39,352	19
2021	North Front Range Transportation & Air Quality Planning Council 20369-Grand Caravan	Van/Minivan	$39,352	19
2021	North Front Range Transportation & Air Quality Planning Council 20370-Grand Caravan	Van/Minivan	$39,352	19
2021	North Front Range Transportation & Air Quality Planning Council 20371-Grand Caravan	Van/Minivan	$39,352	19
2021	RFTA L5-FUSION	Van/Minivan	$39,352	19
2021	Via Mobility Services VPT-65-MV-1	Van/Minivan	$39,352	19
2021	Via Mobility Services VPT-66-MV-1	Van/Minivan	$39,352	19
2021	Via Mobility Services VPT-67-MV-1	Van/Minivan	$39,352	19
2021	Via Mobility Services VPT-68-MV-1	Van/Minivan	$39,352	19
2021	City of Durango City Services 1	Facility-Conveyance	$163,098	32
2021	Eagle County Vail Transportation Center 1	Facility-Conveyance	$62,388	32
2021	Steamboat Springs Transit Operations Center	Facility-Conveyance	$547,947	32
2021	Town of Snowmass Village Parcel C Bus Storage Facility	Facility-Conveyance	$393,093	32

Program Year	Asset ID Code	Description	Costs	Rank
2021	Summit Stage Frisco Transfer Center	Facility-Conveyance	$33,150	32
2021	Steamboat Springs Stockbridge Transit Center	Facility-Conveyance	$33,150	32
2021	City of Lakewood Clements Community Center 1	Facility-Conveyance	$15,691	38
2021	Summit Stage Silverthorne Station	Facility-Conveyance	$456,144	38
2021	RFTA F10-RANGER	Trucks & Other	$41,660	40
2021	City of Lakewood 325-C2	Bus - Md	$465,039	41
2021	City of Lakewood 386-C2	Bus - Md	$465,039	41
2021	City of Lakewood 337-C2	Bus - Md	$465,039	41
2021	City of Glenwood Springs 399-AN 440 Transliner	Bus - Lg	$482,445	44
2021	Eagle County 872-BRT Low Floor	Bus - Lg	$482,445	44
2021	Eagle County 873-BRT Low Floor	Bus - Lg	$482,445	44
2021	Eagle County 874-BRT Low Floor	Bus - Lg	$482,445	44
2021	Eagle County 875-BRT Low Floor	Bus - Lg	$482,445	44
2021	Eagle County 871-BRT Low Floor	Bus - Lg	$482,445	44
2021	Gunnison Valley Transportation Authority 83-XCEL 102	Bus - Lg	$482,445	44
2021	Gunnison Valley Transportation Authority 81-XCEL 102	Bus - Lg	$482,445	44
2021	Pueblo 63107-Opus	Bus - Lg	$482,445	44
2021	RFTA 431-D4500	Bus - Lg	$482,445	44
2021	RFTA 531-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 532-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 533-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 534-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 541-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 542-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 543-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 544-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 545-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 546-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 547-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 548-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 549-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 550-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 551-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 552-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 553-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 554-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 555-DE40LFR	Bus - Lg	$482,445	44
2021	RFTA 556-DE40LFR	Bus - Lg	$482,445	44
2021	Town of Avon #854-Phantom	Bus - Lg	$482,445	44

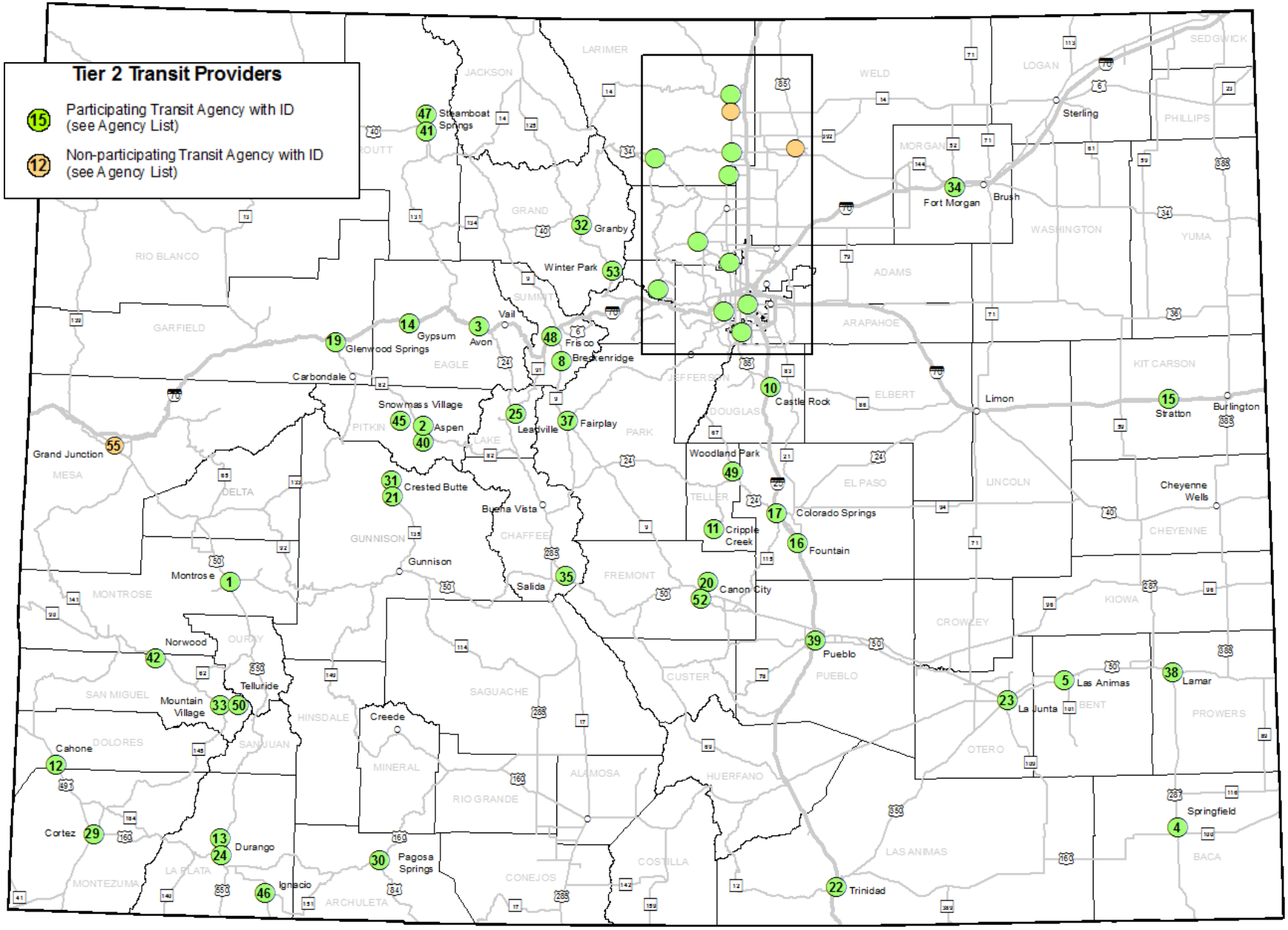
Program Year	Asset ID Code	Description	Costs	Rank
2021	Town of Avon #855-Electric Hybrid	Bus - Lg	$482,445	44
2021	City of Loveland 8019-E450	Cutaway - Lg	$88,726	76
2021	City of Loveland 8021-E450	Cutaway - Lg	$88,726	76
2021	Senior Resource Development Agency 814-Allstar	Cutaway - Sm	$88,726	76
2021	Town of Snowmass Village 440-Micro Bird G5	Cutaway - Lg	$88,726	76
2021	Town of Snowmass Village 441-Micro Bird G5	Cutaway - Lg	$88,726	76
2021	Town of Telluride 133-Aeroelite	Cutaway - Lg	$88,726	76
2021	Via Mobility Services CLI-954-Defender	Cutaway - Lg	$88,726	76
2022	Castle Rock Senior Center Inc C-6-Sonata	Automobile (Rev)	$33,145	1
2022	Montezuma County 32-7-Durango	Automobile (Rev)	$33,145	1
2022	RFTA C14-Explorer	Automobile (Rev)	$33,145	1
2022	Montezuma County 32-8-Town & Country	Van/Minivan	$39,352	4
2022	Mountain Village, Town of ES-21-Express	Van/Minivan	$39,352	4
2022	Mountain Village, Town of ES-25-Express	Van/Minivan	$39,352	4
2022	Mountain Village, Town of ES-24-Express	Van/Minivan	$39,352	4
2022	Mountain Village, Town of ES-22-Express	Van/Minivan	$39,352	4
2022	Mountain Village, Town of ES-23-Express	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20554-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20555-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20556-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20557-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20558-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20559-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20560-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20561-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20562-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20563-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20564-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20565-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20566-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20567-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20569-Grand Caravan	Van/Minivan	$39,352	4

Program Year	Asset ID Code	Description	Costs	Rank
2022	North Front Range Transportation & Air Quality Planning Council 20570-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20572-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20573-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20574-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20575-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20576-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20577-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20578-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20579-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20580-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20581-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20582-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20583-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20584-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20585-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20586-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20587-Grand Caravan	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20588-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20589-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20590-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20591-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20592-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20593-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20594-Sienna	Van/Minivan	$39,352	4

Program Year	Asset ID Code	Description	Costs	Rank
2022	North Front Range Transportation & Air Quality Planning Council 20595-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20596-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20597-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20598-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20599-Sienna	Van/Minivan	$39,352	4
2022	North Front Range Transportation & Air Quality Planning Council 20600-Sienna	Van/Minivan	$39,352	4
2022	Summit Stage 513-Caravan	Van/Minivan	$39,352	4
2022	RFTA F12-RANGER	Trucks & Other	$41,660	56
2022	RFTA T8-F250	Trucks & Other	$41,660	56
2022	RFTA T9-F250	Trucks & Other	$41,660	56
2022	Steamboat Springs 71-Diesel/Electric Low Floor	Bus - Md	$465,039	59
2022	Eagle County 879-BRT Low Floor	Bus - Lg	$482,445	60
2022	Eagle County 876-BRT Low Floor	Bus - Lg	$482,445	60
2022	Eagle County 877-BRT Low Floor	Bus - Lg	$482,445	60
2022	Eagle County 878-BRT Low Floor	Bus - Lg	$482,445	60
2022	Gunnison Valley Transportation Authority 84-XCEL 102	Bus - Lg	$482,445	60
2022	RFTA 277-D40LFR	Bus - Lg	$482,445	60
2022	RFTA 278-D40LFR	Bus - Lg	$482,445	60
2022	RFTA 279-D40LFR	Bus - Lg	$482,445	60
2022	RFTA 535-DE40LFR	Bus - Lg	$482,445	60
2022	RFTA 536-DE40LFR	Bus - Lg	$482,445	60
2022	Summit Stage 561-G27D102N4	Bus - Lg	$482,445	60
2022	Summit Stage 562-G27D102N4	Bus - Lg	$482,445	60
2022	Summit Stage 563-G27D102N4	Bus - Lg	$482,445	60
2022	Town of Avon #856-Phantom	Bus - Lg	$482,445	60
2022	Town of Breckenridge 9215-G30B102N4	Bus - Lg	$482,445	60
2022	Town of Breckenridge 9214-G30B102N4	Bus - Lg	$482,445	60
2022	Envida 522-Allstar	Cutaway - Sm	$88,726	76
2022	Envida 488-Allstar	Cutaway - Sm	$88,726	76
2022	Envida 386-Allstar	Cutaway - Sm	$88,726	76
2022	Neighbor to Neighbor Volunteers Polar Bear-Pacer II	Cutaway - Sm	$88,726	76
2022	Neighbor to Neighbor Volunteers Eagle-MDL All star	Cutaway - Sm	$88,726	76
2022	Senior Resource Development Agency 830-All Star	Cutaway - Sm	$88,726	76
2022	Summit Stage 512-Cutaway	Cutaway - Lg	$88,726	76
2022	Town of Snowmass Village 442-Micro Bird G5	Cutaway - Lg	$88,726	76
2022	Via Mobility Services CLI-956-Defender	Cutaway - Lg	$88,726	76

Program Year	Asset ID Code	Description	Costs	Rank
2022	Via Mobility Services CLI-957-Defender	Cutaway - Lg	$88,726	0

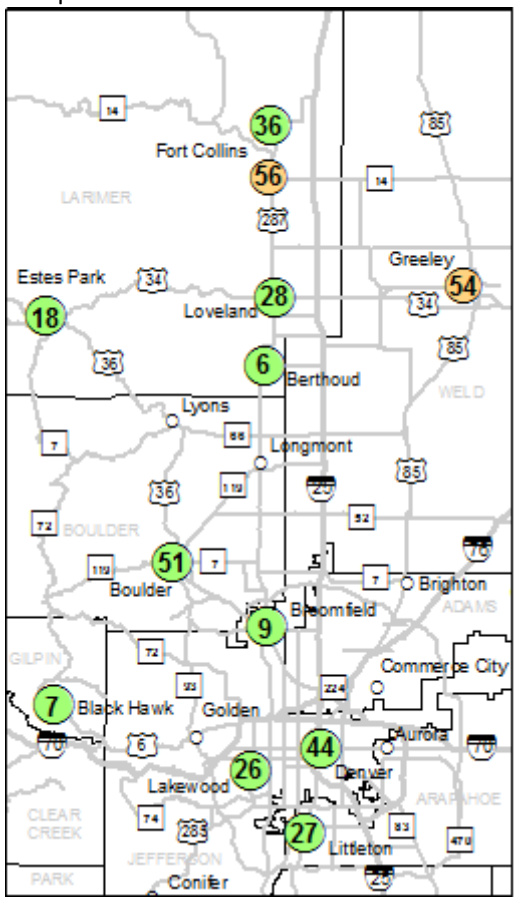
Appendix A. Participating Agencies (office locations)



Participating Group TAM Plan Agencies:

1 All Points Transit
2 Aspen, City of
3 Avon, Town of
4 Baca County Seniors Van
5 Bent County
6 Berthoud Area Transportation Service (BATS)
7 Black Hawk, City of
8 Breckenridge, Town of
9 Broomfield, City and County of
10 Castle Rock Senior Center
11 Cripple Creek, City of
12 Dolores County
13 Durango, City of
14 Eagle County
15 East Central Council of Governments
16 El Paso Fountain Valley Senior Citizens Program
17 Envida
18 Estes Park, Town of
19 Glenwood Springs, City of
20 Golden Shuttle
21 Gunnison Valley Rural Transportation Authority
22 Huerfano/Las Animas Area Council of Governments (SCCOG)
23 La Junta, City of
24 La Plata County Senior Services
25 Lake County
26 Lakewood, City of
27 Littleton Omnibus
28 Loveland, City of
29 Montezuma County
30 Mountain Express Transit
31 Mountain Express, The
32 Mountain Family Center
33 Mountain Village, Town of

Map Inset



34 NECALG
35 Neighbor to Neighbor Volunteers
36 North Front Range Transportation & Air Quality Council (NFRMPO)
37 Park County Senior Coalition
38 Prowers County
39 Pueblo, City of
40 Roaring Fork Transportation Authority (RFTA)
41 Routt County
42 San Miguel County
43 Senior Resource Development Agency
44 Seniors' Resource Center, Inc. (SRC)
45 Snowmass Village, Town of
46 Southern Ute Community Action Programs
47 Steamboat Springs, City of
48 Summit Stage
49 Teller Senior Coalition
50 Telluride, Town of
51 Via Mobility Services
52 Wet Mountain Valley Community Service Corp
53 Winter Park, Town of

Non-participating Tier II public transit providers:

54 Greeley Evans Transit (GET)
55 Mesa County

Appendix B

Tables B-1 through B-53 are the Group TAM Plan participating agencies' inventory and condition summaries for vehicles, equipment and facilities for which the agency carries Direct Capital Responsibility.

Table B-1 All Points Transit

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
All Points Transit	Cutaway – Lg	4	100%	0%
	Cutaway – Sm	17	82%	18%
	Van/Minivan	10	60%	40%
	Total Revenue Vehicles	**31**	**77%**	**23%**
	Service Automobile	2	100%	0%
	Total Service Vehicles	**2**	**100%**	**0%**
	Administration Building	2	100%	0%
	Bus Station	1	100%	0%
	Total Facilities	**2**	**100%**	**0%**

Table B-2 Archuleta County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Archuleta County	Cutaway – Lg	1	0%	100%
	Cutaway – Sm	1	100%	0%
	Van/Minivan	2	100%	0%
	Total Revenue Vehicles	**4**	**75%**	**25%**

Table B-3 Aspen, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
City of Aspen	Bus - Lg	14	57%	43%
	Cutaway – Sm	10	70%	30%
	Total Revenue Vehicles	**24**	**63%**	**38%**
	Bus Station	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**

Table B-4 Avon, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Avon, Town of	Bus – Lg	5	80%	20%
	Bus – Med	3	100%	0%
	Cutaway - Lg	2	100%	0%
	Total Revenue Vehicles	**10**	**90%**	**10%**
	Service Automobile	3	33%	67%
	Total Service Vehicles	**3**	**33%**	**67%**
	Bus Parking Facility	1	100%	0%
	Bus Station	23	100%	0%
	Intermodal Terminal	1	100%	0%
	Total Facilities	**25**	**100%**	**0%**

Table B-5 Baca County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Baca County	Cutaway – Sm	1	100%	0%
	Total Revenue Vehicles	**1**	**100%**	**0%**

Table B-6 Bent County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Bent County	Bus - Lg	1	0%	100%
	Cutaway – Lg	1	100%	0%
	Cutaway – Sm	2	100%	0%
	Van/Minivan	1	100%	0%
	Total Revenue Vehicles	**5**	**80%**	**20%**

Table B-7 Berthoud, Town of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Berthoud, Town of	Cutaway - Sm	2	100%	0%
	Van/Minivan	1	0%	100%
	Total Revenue Vehicles	**3**	**90%**	**10%**

Table B-8 Blackhawk, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
City of Blackhawk	Bus - Lg	1	100%	0%
	Bus - Med	3	100%	0%
	Cutaway – Lg	2	100%	0%
	Total Revenue Vehicles	**6**	**100%**	**0%**
	Bus Maintenance Facility	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**
	Maintenance Equipment	2		
	Total Equipment	**2**		

Table B-9 Breckenridge, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Breckenridge, Town of	Bus – Lg	3	100%	0%
	Bus – Med	11	82%	18%
	Cutaway - Lg	2	100%	0%
	Total Revenue Vehicles	**16**	**88%**	**12%**
	Service Automobile	2	50%	50%
	Trucks & Other Service Vehicles	1	100%	0%
	Total Service Vehicles	**3**	**67%**	**33%**
	Bus Maintenance Facility	1	100%	0%
	Bus Parking Facility	1	100%	0%
	Bus Shelter	20	100%	0%
	Bus Station	1	100%	0%
	Total Facilities	**23**	**100%**	**0%**

Table B-10 Broomfield, City and County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
City and County of Broomfield	Automobile	1	0%	100%
	Bus - Lg	3	100%	0%
	Cutaway – Lg	1	100%	0%
	Cutaway – Sm	2	100%	0%
	Van/Minivan	1	100%	0%
	Total Revenue Vehicles	**8**	**88%**	**12%**

Table B-11 Castle Rock Senior Center

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Castle Rock Senior Center	Automobile	4	100%	0%
	Bus - Med	2	100%	0%
	Cutaway – Sm	1	100%	0%
	Van/Minivan	3	67%%	33%
	Total Revenue Vehicles	**10**	**90%**	**10%**

Table B-12 Cripple Creek, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Cripple Creek, City of	Bus - Med	1	100%	0%
	Cutaway – Lg	2	100%	0%
	Cutaway – Sm	3	100%	0%
	Total Revenue Vehicles	**6**	**100%**	**0%**
	Trucks & Other Service Vehicles	1	100%	0%
	Total Service Vehicles	**1**	**100%**	**0%**
	Other Support Facility	1	100%	0%
	Bus Shelter	2	100%	0%
	Total Facilities	**3**	**100%**	**0%**
	Maintenance Equipment	2		
	Total Equipment	**2**		

Table B-13 Dolores County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Dolores County	Automobile	1	0%	100%
	Cutaway – Sm	3	67%	33%
	Van/Minivan	5	40%	60%
	Total Revenue Vehicles	**9**	**44%**	**56%**

Table B-14 Durango, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Durango, City of	Bus - Med	3	100%	0%
	Cutaway – Lg	7	100%	0%
	Cutaway – Sm	2	100%	0%
	Total Revenue Vehicles	**12**	**100%**	**0%**
	Service Automobile	1	100%	0%
	Trucks & Other Service Vehicles	2	100%	0%
	Total Service Vehicles	**3**	**100%**	**0%**
	Administration Building	1	100%	0%
	Bus Maintenance Facility	1	100%	0%
	Bus Shelter	1	100%	0%
	Intermodal Terminal	1	100%	0%
	Other Transit Facility	1	100%	0%
	Total Facilities	**5**	**100%**	**0%**

Table B-15 Eagle County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Eagle County	Bus – Lg	30	100%	0%
	Cutaway – Lg	5	60%	40%
	Cutaway - Sm	3	100%	0%
	Total Revenue Vehicles	**38**	**95%**	**5%**
	Administration Building	3	100%	0%
	Bus Parking Facility	3	100%	0%
	Bus Shelter	37	97%	3%
	Other Transit Facility	47	100%	0%
	Parking Garage	1	100%	0%
	Total Facilities	**91**	**99%**	**1%**

Table B-16 ECCOG

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
ECCOG	Cutaway – Sm	13	46%	54%
	Van/Minivan	4	50%	50%
	Total Revenue Vehicles	**17**	**47%**	**53%**

Table B-17 El Paso Fountain Valley S.C.P

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
El Paso Fountain Valley S.C.P.	Cutaway – Sm	7	43%	57%
	Van/Minivan	5	40%	60%
	Total Revenue Vehicles	**12**	**42%**	**58%**
	Administration Building	2	50%	50%
	Total Facilities	**2**	**50%**	**50%**

Table B-18 Envida

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Envida	Cutaway - Sm	7	100%	0%
	Van/Minivan	5	100%	0%
	Total Revenue Vehicles	**12**	**100%**	**0%**

Table B-19 Estes Park, Town of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Estes Park, Town of	Bus – Med	1	0%	100%
	Cutaway - Lg	2	100%	0%
	Cutaway - Sm	2	100%	0%
	Total Revenue Vehicles	**5**	**80%**	**20%**
	Bus Station	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**

Table B-20 Glenwood Springs, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Glenwood Springs, City of	Bus - Lg	3	100%	0%
	Total Revenue Vehicles	**3**	**100%**	**0%**
	Communication – Signs/Signals	1		
	Total Equipment	**1**		

Table B-21 Golden Age Council

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Golden Age Council	Automobile	4	75%	25%
	Cutaway - Sm	4	25%	75%
	Total Revenue Vehicles	**8**	**50%**	**50%**

Table B-22 Gunnison Valley Transportation Authority

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Gunnison Valley Trans Authority	Bus - Lg	6	100%	0%
	Total Revenue Vehicles	**6**	**100%**	**0%**
	Bus Shelter	3	100%	0%
	Total Facilities	**3**	**100%**	**0%**

Table B-23 Huerfano/Las Animas Council of Governments (SCCOG)

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Huerfano /Las Animas Area COG	Cutaway – Sm	4	50%	50%
	Van/Minivan	4	50%	50%
	Total Revenue Vehicles	**8**	**50%**	**50%**
	Service Automobile	1	0%	100%
	Total Service Vehicles	**1**	**0%**	**100%**

Table B-24 La Junta

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
La Junta	Cutaway – Lg	2	50%	50%
	Cutaway – Sm	2	50%	50%
	Total Revenue Vehicles	**4**	**50%**	**50%**

Table B-25 La Plata County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
La Plata County	Cutaway – Sm	2	100%	0%
	Van/Minivan	2	100%	0%
	Total Revenue Vehicles	**4**	**100%**	**0%**
	Bus Maintenance Facility	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**

Table B-26 Lake County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Lake County	Bus - Lg	8	100%	0%
	Total Revenue Vehicles	**8**	**100%**	**0%**
	Bus Maintenance Facility	1	100%	0%
	Bus Parking Facility	1	0%	100%
	Total Facilities	**2**	**50%**	**50%**

Table B-27 Lakewood, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Lakewood, City of	Bus - Med	3	100%	0%
	Cutaway – Lg	2	100%	0%
	Cutaway – Sm	2	100%	0%
	Van/Minivan	3	100%	0%
	Total Revenue Vehicles	**10**	**100%**	**0%**
	Other Support Facility	2	100%	0%
	Total Facilities	**2**	**100%**	**0%**

Table B-28 Littleton Omnibus

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Littleton Omnibus	Cutaway - Sm	2	100%	0%
	Total Revenue Vehicles	**2**	**100%**	**0%**
	Bus Maintenance Facility	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**

Table B-29 Loveland, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Loveland, City of	Bus – Lg	6	100%	0%
	Cutaway – Lg	6	67%	33%
	Cutaway – Sm	3	0%	100%
	Van/Minivan	2	0%	100%
	Total Revenue Vehicles	**17**	**59%**	**41%**

Table B-30 Montezuma County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Montezuma County	Automobile	2	0%	100%
	Cutaway – Sm	3	67%	33%
	Van/Minivan	4	50%	50%
	Total Revenue Vehicles	**9**	**44%**	**56%**
	Administration Building	2	50%	50%
	Bus Maintenance Facility	1	100%	0%
	Other Support Facility	1	100%	0%
	Total Facilities	**4**	**75%**	**25%**

Table B-31 Mountain Express, The

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Mountain Express, The	Bus –Lg	12	75%	25%
	Bus – Med	6	67%	33%
	Cutaway – Sm	2	50%	50%
	Total Revenue Vehicles	**20**	**70%**	**30%**
	Trucks & Other Service Vehicles	4	100%	0%
	Total Service Vehicles	**4**	**100%**	**0%**
	Administration Building	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**

Table B-32 Mountain Family Center

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Mountain Family Center	Automobile	2	50%	50%
	Van/Minivan	4	50%	50%
	Total Revenue Vehicles	**6**	**50%**	**50%**

Table B-33 Mountain Village, Town of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Mountain Village, Town of	Aerial Tramway	71	20%	80%
	Automobile	4	0%	100%
	Cutaway – Sm	4	75%	25$
	Van/Minivan	14	50%	50%
	Total Revenue Vehicles	**93**	**26%**	**74%**
	Service Automobile	2	0%	100%
	Trucks & Other Service Vehicles	2	100%	0%
	Total Service Vehicles	**4**	**50%**	**50%**
	Bus Maintenance Facility	1	100%	0%
	Bus Shelter	6	100%	0%
	Intermodal Terminal	6	100%	0%
	Parking Garage	2	100%	0%
	Parking Lot	3	100%	0%
	Total Facilities	**17**	**100%**	**0%**

Table B-34 Northeast Colorado Agency of Local Governments (NECALG)

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
NECALG	Bus – Lg	1	0%	100%
	Cutaway –Lg	7	0%	100%
	Cutaway – Sm	20	65%	35%
	Van/Minivan	44	48%	52%
	Total Revenue Vehicles	**72**	**47%**	**53%**
	Other Support Facility	2	100%	0%
	Total Facilities	**2**	**100%**	**0%**

Table B-35 Neighbor to Neighbor

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Neighbor to Neighbor Volunteers	Cutaway – Sm	7	100%	0%
	Van/Minivan	2	100%	0%
	Total Revenue Vehicles	**9**	**100%**	**0%**
	Bus Station	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**

Table B-36 North Front Range Transportation & Air Quality Planning Council

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
NFRTAQPC	Van/Minivan	79	99%	1%
	Total Revenue Vehicles	**79**	**99%**	**1%**

Table B-37 Park County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Park County	Automobile	2	50%	50%
	Cutaway - Sm	3	0%	100%
	Total Revenue Vehicles	**5**	**20%**	**80%**

Table B-38 Prowers County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Prowers County	Automobile	1	100%	0%
	Cutaway - Sm	6	67%	33%
	Total Revenue Vehicles	**7**	**71%**	**29%**
	Bus Maintenance Facility	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**

Table B-39 Pueblo, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Pueblo, City of	Bus – Lg	15	87%	13%
	Bus – Med	1	0%	100%
	Cutaway - Lg	13	85%	15%
	Total Revenue Vehicles	**29**	**83%**	**17%**
	Service Automobile	3	67%	33%
	Trucks & Other Service Vehicles	1	100%	0%
	Total Service Vehicles	**4**	**75%**	**25%**
	Bus Station	1	100%	0%
	Other Transit Facility	1	0%	100%
	Total Facilities	**2**	**50%**	**50%**
	Communication – Signs/Signals	2		
	IT/Office Equipment	1		
	Total Equipment	**3**		

Table B-40 Roaring Fork Transportation Authority (RFTA)

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
RFTA	Automobile	7	57%	43%
	Bus – Lg	113	87%	13%
	Cutaway – Lg	2	100%	0%
	Cutaway - Sm	25	60%	40%
	Van/Minivan	8	38%	63%
	Total Revenue Vehicles	**155**	**79%**	**21%**
	Service Automobile	5	20%	80%
	Trucks & Other Service Vehicles	22	86%	14%
	Total Service Vehicles	**27**	**74%**	**26%**
	Administration Office/Sales Office	2	50%	50%
	Bus Parking Facility	1	100%	0%
	Combined Administrative and Maintenance	3	67%	33%
	Maintenance Facility	1	100%	0%
	Other Admin and Maintenance	9	67%	33%
	Asset Fueling Facility	1	100%	0%
	Total Facilities	**17**	**71%**	**29%**

Table B-41 Routt County Government

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Routt County	Cutaway – Lg	1	100%	0%
	Cutaway – Sm	2	50%	50%
	Total Revenue Vehicles	**3**	**67%**	**33%**
	Bus Maintenance Facility	1	100%	0%
	Bus Parking Facility	2	100%	0%
	Total Facilities	**3**	**100%**	**0%**

Table B-42 San Miguel County

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
San Miguel County	Van/Minivan	2	100%	0%
	Total Revenue Vehicles	**2**	**100%**	**0%**
	Other Support Facility	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**

Table B-43 Senior Resource Development Agency (SRDA)

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
SRDA	Automobile	4	25%	75%
	Cutaway - Sm	17	76%	24%
	Van/Minivan	3	67%	33%
	Total Revenue Vehicles	**24**	**67%**	**33%**
	IT/Office Equipment	1		
	Total Equipment	**1**		

Table B-44 Senior's Resource Center

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Senior's Resource Center	Automobile	13	100%	0%
	Cutaway – Sm	21	100%	0%
	Van/Minivan	12	100%	0%
	Total Revenue Vehicles	**46**	**100%**	**0%**
	Administration Building	2	100%	0%
	Total Facilities	**2**	**100%**	**0%**

Table B-45 Snowmass Village, Town of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Snowmass Village, Town of	Bus – Med	19	100%	0%
	Cutaway - Lg	10	100%	0%
	Total Revenue Vehicles	**29**	**100%**	**0%**
	Service Automobile	1	100%	0%
	Trucks & Other Service Vehicles	1	100%	0%
	Total Service Vehicles	**2**	**100%**	**0%**
	Bus Maintenance Facility	1	100%	0%
	Bus Parking Facility	1	100%	0%
	Other Support Facility	1	100%	0%
	Bus Shelter	12	100%	0%
	Bus Station	2	50%	50%
	Intermodal Terminal	1	100%	0%
	Other Transit Facility	8	88%	12%
	Park and Ride Lot	1	100%	0%
	Total Facilities	**27**	**93%**	**7%**
	Facility Equipment	1		
	Total Equipment	**1**		

Table B-46 Steamboat Springs, City of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Steamboat Springs, City of	Bus – Lg	16	88%	12%
	Bus – Med	4	75%	25%
	Cutaway - Sm	1	0%	100%
	Total Revenue Vehicles	**21**	**81%**	**19%**
	Other Support Facility	1	100%	0%
	Intermodal Terminal	2	100%	0%
	Total Facilities	**3**	**100%**	**0%**

Table B-47 Southern Colorado Community Action Agency (SoCoCAA)

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
SoCoCAA	Bus – Lg	1	0%	100%
	Cutaway – Sm	5	80%	20%
	Van/Minivan	4	50%	50%
	Total Revenue Vehicles	**10**	**60%**	**40%**
	Trucks & Other Service Vehicles	1	100%	0%
	Total Service Vehicles	**1**	**100%**	**0%**

Table B-48 Summit Stage

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Summit Stage	Automobile	2	100%	0%
	Bus – Lg	25	76%	24%
	Bus – Med	5	100%	0%
	Cutaway - Lg	1	100%	0%
	Van/Minivan	1	100%	0%
	Total Revenue Vehicles	**34**	**82%**	**18%**
	Service Automobile	3	100%	0%
	Total Service Vehicles	**3**	**100%**	**0%**
	Bus Maintenance Facility	1	100%	0%
	Bus Parking Facility	2	50%	50%
	Bus Station	2	100%	0%
	Intermodal Terminal	1	100%	0%
	Total Facilities	**6**	**83%**	**17%**
	IT/Office Equipment	2		
	Total Equipment	**2**		

Table B-49 Teller Senior Coalition

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Teller Senior Coalition	Automobile	4	50%	50%
	Cutaway – Sm	1	100%	0%
	Van/Minivan	2	50%	50%
	Total Revenue Vehicles	**7**	**57%**	**43%**

Table B-50 Telluride, Town of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Telluride, Town of	Bus – Lg	2	100%	0%
	Bus – Med	1	100%	0%
	Cutaway - Lg	5	100%	0%
	Cutaway - Sm	1	100%	0%
	Van/Minivan	2	50%	50%
	Total Revenue Vehicles	**11**	**91%**	**9%**
	Other Support Facility	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**

Table B-51 Via Mobility Services

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Via Mobility Services	Automobile	9	67%	33%
	Bus – Med	12	100%	0%
	Cutaway - Lg	8	88%	13%
	Cutaway - Sm	25	68%	32%
	Van/Minivan	21	95%	5%
	Total Revenue Vehicles	**75**	**83%**	**17%**
	Trucks & Other Service Vehicles	2	0%	100%
	Total Service Vehicles	**2**	**0%**	**100%**
	Administration Building	1	100%	0%
	Total Facilities	**1**	**100%**	**0%**
	Communication – Signs/Signals	1		
	IT/Office Equipment	9		
	Maintenance Equipment	2		
	Total Equipment	**12**		

Table B-52 Wet Mountain Valley Community Services

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Wet Mountain Valley	Automobile	4	75%	25%
	Total Revenue Vehicles	**4**	**75%**	**25%**

Table B-53 Winter Park, Town of

Agency	Asset Class	Inventory	% in SGR	% Not in SGR
Winter Park, Town of	Bus – Lg	21	10%	90%
	Bus – Med	5	0%	100%
	Cutaway - Lg	2	100%	0%
	Cutaway - Sm	1	0%	100%
	Total Revenue Vehicles	**29**	**14%**	**86%**
	Bus Maintenance Facility	1	0%	100%
	Total Facilities	**1**	**0%**	**100%**