



COLORADO
Department of Transportation

Division of Transit & Rail
2829 W. Howard Pl. 4th Floor
Denver, CO 80204

DATE: November 9, 2018

TO: Transit & Rail Advisory Committee (TRAC)

FROM: David Krutsinger, Director - Division of Transit & Rail

Nate Vanderbroek, Transit Planner, and Project Manager for the State Transit Plan Update

SUBJECT: "Integration" of Transit

Purpose

The purpose of this memo seek input and advice from the TRAC, which will be used to structure the approach to the Statewide Transit Plan Update.

Action

Discussion only - no action is required.

Background

Over the past few years, the members of the TRAC and the Transportation Commission have made suggestions to the effect that transit *should be more integrated in future work*. The word "integration" has variously been used in the context of planning products such as plan documents and development program tables; CDOT activities such as mobility & operations and asset management; and individual construction projects. The key question for TRAC is: How can the idea of "integration" drive the Statewide Transit Plan Update to generate a useful, effective and pragmatic tool that will set project and funding priorities as defined by the plan's goals and objectives?

Details

The following is a short series of statements that provide background for this topic, with an *italicized question* at the end of each to prompt some exploratory discussion. This discussion will be used to structure the approach toward plan integration of the Statewide Transportation Plan and Statewide Transit Plan documents.

1. Policy Directive 14 is the starting point for planning and performance measures. Through performance measures, PD 14 sets the direction and priorities for the projects CDOT should implement and the activities or operations that should be measured in delivering customer service. The resultant priorities are also reflected in the way CDOT determines budget allocations. The four key goal areas are: (1) Safety, (2) Infrastructure Condition, (3) System Performance, and (4) Maintenance. *If CDOT were to integrate modes "better", in which of the goal areas would that integration be most noticeable?*
2. Planning documents have increasingly included all modes. The 2040 Statewide Transportation Plan (published in 2015) identified (1) Safety, (2) Mobility, (3) Economic Vitality, and (4) Maintaining the System as the goals for future investment. Each modal plan provides further details to the overall strategy communicated by the Statewide Transportation Plan. *If done well, how would "better" integration of modes most affect the goals of mobility and economic vitality?*

Next Steps: Provide TRAC input to a newly-forming TRAC Sub-committee for the Statewide Transit Plan.

Attachments: None.

