Define Concepts (Such as Land Use-Transportation Context)

Safety & Accessibility

* Re-frame for all transportation users?
* Focus for transit overall?
* Call out Human Services
	+ Aging
	+ Veterans
	+ Student (<16)
	+ Low Income
	+ Special Needs
	+ Under Served
* Add people who choose not to drive
* Rent-a-bike, rent-a-car access is part of the current & future picture
* All users with emphasis on special users
* Comprehensive ADA decision

Safety & Accessibility

* Overall issues & demographics are larger than CDOT or individual transit agencies
* FMCSA roadside safety inspections
	+ Statewide equivalent for transit?
	+ No, not now
* All facets of planning, operating, building transit investments
	+ i.e. Highway design has ped/bike crossings
	+ i.e. yield to bus law
	+ i.e. 3’ for cyclists
	+ i.e. RR crossing safety improvements
* CDOT Administrative focus favoring transit more
	+ More analysis
	+ More non-capacity efforts beyond historical functions
	+ More $ to safety than before, less on cap’y as a possible tradeoff question

Modality

* Mobility
* Travel choices
* Person based
* Seamless transfer
	+ Peds, buses, trains-one ticket buys all
* Increased transit mode share
* Optimizing travel choices
* GHG as an underlying transportation & energy driver
* Congestion mitigation/relief
* Economic freedom
* Cost savings/cost allocation
* What transportation spending provides the most local-driving economic development and personal wealth creation user expenditure requirements to households
	+ Reduce average user cost

Federal Presence & Advocacy

* Don’t change existing transit grant processes overall
	+ Maintain rural commitment
* Non-DOT/Non-traditional sources
	+ Tourism
	+ Pull in big resorts as part
		- Guest experience focus
* Other State & Federal $
	+ State of Good Repair
	+ State support for Transit
		- State of Colorado
		- CDOT
* Advocacy for additional stable revenues
* “sufficient funding”-not there yet need to do more
* Make this policy statement much stronger
	+ Competitive market for $

Outcomes-System Preservation

**GOOD**

* Better, maintained system
* Longer Life
* Lower Life Cycle $
* Safer
* More reliable
	+ Customer Service-Satisfaction and Loyalty
	+ Higher productivity

**BAD**

* Failure to innovate
* CDOT Encourages Asset management
	+ Sound capital replacement plan
	+ Performance Measures-Yes
		- Protect/Maintain transit investments

Relationships with Local Transit Entities

* CDOT
* Education
* Customer service

OUTCOMES

* Support broader program
* Mutual understanding & support

Expand Policy

* Local (city council, cnty comm) funding
* Sources become partners as well

Interregional Connectivity

* Equity
* Network
* Differing purpose & need
* Transit supportive land use helps
* Transit as in viable option between economic regions
	+ Case study: CASTA conference
	+ Local Connections
	+ Impact way CDOT does business
		- Take responsibility for I.R. connectivity