

October 31, 2011

MEMORANDUM

To: TRAC Members

From: Bob Felsburg and Steven Marfitano

Subject: Transit and Rail Advisory Committee
October 14, 2011 Meeting Exercise Summary

To establish a system of performance measures for the Colorado Department of Transportation Division of Transit and Rail, the Transit and Rail Advisory Committee has been asked to participate in steering the development of a conceptual framework. This process is designed to establish a structure and guidelines for the development of performance measures designed to measure the status of transit and rail in the state and future progress of the Division of Transit and Rail.

To begin the performance measures framework exercise, the TRAC was provided with eight categories, as defined by *NCHRP Report 44, A Guidebook for Performance-Based Transportation Planning*, to serve as the basis for the conceptual framework. These eight categories are:

- Accessibility
- Mobility
- Economic Development
- Quality of Life
- Environmental and Resource Conservation
- Safety
- Operational Efficiency
- System Preservation

These eight categories were chosen since they have been developed for a national audience and provide a performance measures framework that is broad enough to be consistent with performance measures used in other parts of CDOT, while also being specific enough to meet the needs of the DTR.

In order to build upon work already completed by the TRAC, the Vision Values developed by the TRAC and approved on 6/10/2011 were used to start discussion. The group exercise was designed to encourage the TRAC to think of each Vision Value in terms of the eight Categories. To begin, each individual was asked to take a few minutes and place each Vision Value in one category, recognizing that a particular value may fall in several categories, but encouraging placement in the single most appropriate category. Following the individual effort, each of the Vision Values was discussed as a group and placed into the most appropriate category. Individual values were allowed to be placed in multiple categories during this stage of the exercise if group discussion deemed it appropriate. On the other

hand, Vision Values which did not reflect any of the eight categories, and which the group determined were not values but more accurately described as strategies, were set aside.

After categorizing each of the vision values, members of the TRAC were given the opportunity to reflect on the results, including identifying categories which were missing or not needed, and also values which had not been previously identified but which should be defined and included in a specific category. The results of this process are described below, including changes to the phrasing of individual values or the splitting of values to more accurately reflect the appropriate categories. At the end, there are several general observations which will be explored as the values and performance measures are refined.

Results:

Accessibility

- To serve the entire state, recognizing mode may change (and transfer locations are important)
- Provide transit opportunities for all populations
- State-wide and nation-wide passenger and freight connections
- Community access (local) improvement (connection to regional systems from the start/end point, requires a strong local system to get travelers to the regional system)
- Include and expand freight rail

Mobility

- Provide transit opportunities for all populations (ease of access)
- Seamless connectivity (ease of connections from passenger viewpoint)
- State-wide and nation-wide passenger and freight connections
- Reduce auto dependency
- Travel-time, cost, frequency, competitiveness, and reliability (especially competitiveness)
- Integrate regional connectivity in all transportation projects (accommodate other modes in projects)

Economic Development

- Marketing consideration (educating the public about rail v. truck vs. transit vs. auto)
- Preserving potential intermodal hubs and right-of-way (focus on potential)
- Economic development and vitality (Transit Oriented Development, impact of short rail lines and passenger rail on economy)
- Include and expand freight rail

Quality of Life

- Create passenger-friendly environment
- Reduce auto dependency

Environmental and Resource Conservation

- Economic and energy efficiency
- Reduce auto dependency
- Include and expand freight rail

Safety

- Safe

Operational Efficiency

- Thoughtful passenger and freight intermodalism
- Economic and energy efficiency

System Preservation

- Preserving existing infrastructure
- Prepare and protect future infrastructure and right-of-way

Future Considerations – The following items were briefly discussed, but resolution would require further discussion at a future meeting.

- An additional value was proposed but its inclusion was not resolved:
 - Develop passenger rail in or near major interstate corridors – Is this more of a strategy? Too prescriptive?
- Should expansion be included in a category, maybe as part of System Preservation – to be, System Preservation and Expansion?
- Should customer satisfaction be included as a value?