

PD 14 – CDOT Statewide Transportation Planning

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject Statewide Transportation Planning			Number 14.0
Effective XX/XX/12	Supersedes 03/20/08	Originating office Transportation Commission	

PURPOSE

This policy directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed. Other CDOT documents that also lay the groundwork for transportation planning are the values, vision, and mission statements in Policy Directive (PD) 2 and the Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-21). PD 14 will guide allocation of resources in support of performance objectives and projects selected for the Statewide Transportation Improvement Program must be consistent with the Plan.

Included in this Policy Directive are:

- Goals;
- Performance measures and objectives; and
- Planning principles.

GOALS

CDOT transportation goals guide development of the Statewide Transportation Plan and will be used for measuring and reporting on system performance objectives after plan adoption. The goals are:

- **SAFETY** – Reduce traffic fatalities and serious injuries for all users of the state highway system.
- **SYSTEM PERFORMANCE** – Improve system reliability and reduce congestion. Support opportunities for mode choice.
- **INFRASTRUCTURE CONDITION** – Manage transportation infrastructure to ensure safety and drivability at a least life cycle cost.
- **MAINTENANCE** – Keep CDOT’s roadways and facilities in good working condition.

- PROJECT DELIVERY – Decrease delays in project development and completion.

PERFORMANCE MEASURES AND OBJECTIVES

Performance objectives help CDOT allocate funds effectively and describe how CDOT measures success in five areas: safety; system performance; infrastructure condition; maintenance; and project delivery.

1. **SAFETY:**

MEASURES:

- Serious injuries per VMT
- Fatalities per VMT
- Number of serious injuries
- Number of fatalities

OBJECTIVES:

- Maintain up to a five-year moving average of fewer than ___ annual fatalities.
- Annually achieve a ___ fatality rate per 100 million VMT.
- Reduce by ___ per year the number of serious injuries.
- Reduce by ___ per year the number of CDOT vehicle crashes.
- Reduce by ___ per year the number of non-motorized crashes.

2. **INFRASTRUCTURE CONDITION:**

A. Bridge

MEASURE:

- Bridge condition on the National Highway System.

OBJECTIVE:

- Maintain a system condition level of ___ for bridges statewide, based on aggregated deck area.

B. Highways

MEASURES:

- Pavement condition of the Interstate system.

- Pavement condition of the National Highway System (NHS), excluding Interstates.
- Pavement condition of non-NHS roadways.

OBJECTIVES:

- Maintain pavement condition level of _____ for Interstates.
- Maintain pavement condition level of ____ for high-volume NHS and _____ for low-volume NHS.
- Maintain pavement condition level of ____ for high-volume non-NHS roadways and ____ for low-volume non-NHS roadways.

C. Transit

MEASURE:

- Transit Asset Condition

OBJECTIVES:

- Average age of transit fleet at or below _____ years.
- _____% of transit agencies with transit asset management programs (fleet, buildings, equipment)

3. SYSTEM PERFORMANCE:

MEASURES:

- Traffic congestion – Average travel time delay in congested corridors during peak periods.
- Performance of Interstate System– Reliability measure to be determined.
- Performance of the National Highway System (NHS) – Reliability measure to be determined.
- Performance for alternate modes – To be determined.

OBJECTIVES:

- Maintain travel time delay in congested corridors at or below __ minutes.
- Increase system reliability on congested corridors by _____.
- Reduce incident clearance times by _____% per year.
- Increase person throughput in congested corridors _____% per year.

4. MAINTENANCE:

MEASURES:

- Overall level of service grade for snow and ice removal.
- Overall Maintenance Level of Service (MLOS) grade for the state highway system.

OBJECTIVES:

- Maintain __ level snow and ice removal service for the state highway system, excluding tiers explicitly exempted by Transportation Commission resolution.
- Maintain a ___ overall MLOS grade for the state highway system.

5. PROJECT DELIVERY

MEASURE:

- Percent of program delivered by end of state fiscal year.

OBJECTIVES:

- Annually meet or exceed Chief Engineer Objectives for project delivery.
- _____ of projects are advertised within 30 days of the target advertisement date established on July 1 of the fiscal year.

PLANNING PRINCIPLES

The planning principles describe how CDOT conducts business in carrying out the statewide transportation planning process.

CUSTOMER FOCUS

Improve customer service and satisfaction by focusing on the priorities identified in periodic customer surveys. Ensure the public has multiple ways of learning about and participating in transportation planning and in regional and statewide transportation decision making.

PARTNERSHIPS

Collaborate with CDOT planning partners to build consensus for the integration of local, regional and statewide transportation priorities in the multimodal Statewide Transportation Plan and to reach data-based transportation planning solutions. Partner with other agencies and the private sector to leverage resources and to augment public funds.

PERFORMANCE-BASED PLANNING AND PROGRAMMING

Use a performance-based planning and programming approach in developing the next corridor-based multimodal Statewide Transportation Plan. This data-driven approach in making investment and policy decisions will help achieve targets for national performance goals. Needs assessments to identify and analyze corridor transportation capacity, reliability, and maintenance needs and strategies for both the 10-year and planning horizons are an important element.

FINANCIAL PLANNING

In cooperation and consultation with CDOT planning partners, and in recognition of declining revenues and increasing costs, develop reasonable Revenue Forecasts for the planning horizon and Resource Allocation that optimize the use of funds in addressing critical transportation needs. Undertake financial scenario planning in order to be prepared for different levels of future funding for different time periods of the Plan. Investigate and identify ways of increasing transportation funding.

ENVIRONMENTAL SUSTAINABILITY

Incorporate social, economic, and environmental concerns into the planning, design, construction, maintenance, and operation of a state transportation system. Support coordinated decision making that balances transportation, land and resource use, and quality of life needs. Promote a transportation system that minimizes impacts to and encourages preservation of the environment, and follows the CDOT Environmental Stewardship Guide. Provide a sustainable transportation system that meets existing needs without compromising the ability to provide for the future.

ECONOMIC VITALITY

Recognizing that Colorado's transportation system constitutes a valuable resource and a major public and private investment that directly affects the economic vitality of the state, enhance Colorado's economic competitiveness by supporting measures that facilitate freight movement and promote state, regional and local economic goals.