



COLORADO
Department of Transportation

Office of the Chief Engineer
Performance and Asset Management Branch
Multimodal Planning Branch
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MEMORANDUM

DATE: October 19, 2017
TO: Transportation Commission
FROM: Joshua Laipply, Chief Engineer
Debra Perkins-Smith, Director, Division of Transportation Development
William Johnson, Performance and Asset Management Branch Manager
SUBJECT: Policy Directive 14 Current Performance and Proposed Changes

Purpose

To update Policy Directive (PD) 14 to incorporate revised performance measures and objectives for Infrastructure Condition (Asset Management) and to remove an outdated transit performance measure.

Action

Transportation Commission adoption of updated PD 14 (see Attachments B and C).

Background

PD 14 provides a framework for development of the Statewide Transportation Plan (SWP) and guides the distribution of resources in the SWP, the Statewide Transportation Improvement Program (STIP), and the annual budget. To better align budget setting with PD 14, the Commission annually reviews the performance of PD 14 objectives to determine if there is a need to modify objectives or realign resources to meet an objective(s).

Details

Staff reviewed current performance and proposed changes to performance measures and objectives with the Transportation Commission at workshops in August and September. Attachment A is an updated version of PD 14, incorporating the changes described below as well as minor technical corrections. Proposed changes include:

Infrastructure Condition - Transit

Staff recommend the removal of one transit performance measure from PD 14: "*CDOT completion of a group transit asset management plan, with the involvement and participation of CDOT transit grantees, by December 2017.*" This measure was originally a percentage target, based on a requirement that rural transit grantees complete transit asset management plans (i.e. % of rural transit grantees with completed transit asset management plans). This Federal Transit Administration (FTA) requirement was subsequently changed to require DOTs develop a single transit asset management plan for all rural transit providers. Since the Division of Transit and Rail (DTR) is on track to complete by early to mid-2018, this measure is recommended for removal from PD 14.

Infrastructure Condition - Highway

Staff now have a few years of experience in asset management, better inventories and condition assessments, more advanced analytical capabilities, and the Asset Investment Management System (AIMS) and is now better able to set realistic targets more closely aligned with fiscal constraint. Staff therefore recommends refining some of the performance measures and targets adopted by the Commission in PD 14. The refinements represent a reduction in overall need from an annual average of \$1.09 billion over ten years to an average of \$1.05 billion annually over ten years. While the change seems small, it is important to remember that staff are not making a recommendation to change the targets for CDOT's largest asset categories: surface treatment, Maintenance Level of Service (MLOS), or bridge structural deficiency. Staff recommended changes to asset management performance measures and objectives are summarized in Attachment C.

Attachments

- Attachment A: Updated PD 14.0
- Attachment B: Resolution
- Attachment C: TAM Metric and Target Change Matrix



COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		
Policy Guiding Statewide Plan Development		14.0
Effective	Supersedes	Originating Office
10/19/2017	10/20/2016	Division of Transportation Development

I. PURPOSE

This Policy Directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed and implemented. With limited funding available, the Colorado Department of Transportation (CDOT) has developed a vision for the Statewide Transportation Plan that guide investment for Colorado’s multimodal transportation system and that balances:

- Preservation and maintenance, and incorporation of risk-based asset management,
- Efficient system operations and management strategies,
- Capacity improvements, and
- Incorporation of safety in all areas

Policy Directive 14.0 performance objectives will guide the distribution of resources in the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. This Policy Directive will be revised, as needed, to update performance objectives or incorporate additional goal areas.

II. AUTHORITY

23 United States Code (U.S.C.) 134, 135 and 450, PL 114-94 (“Fixing America’s Surface Transportation Act” or “FAST Act”), and its implementing regulations.

§ 43-1-106(8)(a), C.R.S. Transportation Commission

§ 43-1-1103, C.R.S. Transportation planning

Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

III. APPLICABILITY

This Policy Directive applies to all CDOT Divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT’s planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.

IV. DEFINITIONS

“Aspirational Objectives” are those objectives, or targets, toward which CDOT may strive if CDOT receives revenues beyond those projected.

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“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic based highway categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving condition is specific to each traffic based highway category and means drivers must reduce speeds to compensate for poor conditions, navigate around damaged pavement, or endure intolerably rough rides. The Risk-Based Asset Management Plan identifies three categories of Drivability Life: High (greater than 10 years of Drivability Life remaining); Moderate (4-10 years); and Low (3 or fewer years).

“Geohazards” are geologic hazards that affect the transportation system and include debris flow, embankment distress, landslides, rockfall, rockslides, and sink holes.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation's economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Maintenance Level of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall maintenance level of service is a combined grade for nine maintenance program areas. For snow and ice control, the LOS B level includes maintaining high levels of mobility as much as possible, and proactive avalanche control.

“Performance Measures” are the ways that direction toward a goal is measured.

“Performance Objectives” are the specific targets for a performance measure that an organization intends to meet to make progress toward a goal.

“Planning Time Index” (PTI) is a measure of travel time reliability. For this performance measure, it is defined as the 95th percentile travel time divided by travel time at free-flow speed. In general terms, it identifies the extra time needed to arrive on-time for a trip 19 times out of 20. For example, for a PTI₉₅ of 1.5, a worker should plan 45 minutes for a trip that takes 30 minutes in free-flow conditions (30 minutes x 1.5 = 45 minutes) to be on-time 19 out of 20 times (which would mean the worker would be late only one of the 20 work days in a month).

“Revenue Service Miles” are the miles of service operated by transit vehicles and available to the general public.

“Serious Injuries” are evident incapacitating injuries which prevent injured persons from walking, driving, or normally continuing the activities they were capable of performing before being injured in traffic crashes.

“Vehicle Miles Traveled” (VMT) is a measurement of miles traveled by vehicles obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.

V. POLICY

1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will guide distribution of financial resources to meet or make

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progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Financial resources should be directed toward achieving the objectives within the first 10 years of the planning horizon (2016-2025). Projects should be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT’s Risk Based Asset Management Plan. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while recognizing constraints on some funding sources. Aspirational objectives guide the use of funds received that are above baseline revenue projections.

2. Goals. PD 14.0 goals guide development of the multimodal Statewide Transportation Plan and of performance objectives. The goals are:

- SAFETY – Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.
- INFRASTRUCTURE CONDITION – Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.
- SYSTEM PERFORMANCE – Improve system reliability and reduce congestion, primarily through operational strategies and secondarily through the addition of capacity. Support opportunities for mode choice.
- MAINTENANCE – Annually maintain CDOT’s roadways and facilities to minimize the need for replacement or rehabilitation.

PD 14.0 and Statewide Plan Goals are in alignment with the MAP-21 National Goals. For the Statewide Plan, goals are expressed in more public-friendly terms and include: Safety, Mobility (System Performance in PD 14.0), Economic Vitality (not yet identified in PD 14.0), and Maintaining the System (Infrastructure Condition and Maintenance in PD 14.0).

3. Performance Measures and Objectives. Performance measures describe how statewide success will be evaluated and performance objectives establish statewide achievement levels which are used to direct investment decisions primarily focused on a 10-year planning horizon (2016-2025). Explanations of how the objectives will be measured and budget categories that fund the four goal areas - Maintain, Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants - are listed below with the appropriate goals.

a) HIGHWAY SAFETY:
 The highway safety objectives (with the exception of the economic impact of crashes objectives) were set after studying trends from 2008 through 2013. Safety measures and objectives apply to *all* roads in the state. The other safety measures and objectives in this section are subsets of the highway measures and objectives. The budget categories that fund Safety are Maintain, Maximize, and Expand.

(1) All Highways

MEASURES:

- Number of fatalities
- Fatalities per vehicle miles traveled (VMT)
- Number of serious injuries
- Serious injuries per VMT
- Economic impact of crashes

OBJECTIVES:

- Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025.
- Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025.
- Reduce serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025.
- Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025.
- Reduce the economic impact of crashes annually by 1% over the previous calendar year.

ASPIRATIONAL OBJECTIVE:

- Reduce the fatality rate per 100 million VMT to 0.75 in 2025.

(2) Bike and Pedestrian

MEASURES:

- Number of bicyclist and pedestrian fatalities involving motorized vehicles
- Number of bicyclist and pedestrian serious injuries involving motorized vehicles

OBJECTIVES:

- Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025.
- Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles from 469 in 2013 to 311 in 2025.

b) INFRASTRUCTURE CONDITION:

The infrastructure condition objectives for highways and bridges are intended to be achieved or maintained over the first 10 years of the planning horizon (2016-2025). The budget category that funds Infrastructure Condition is Maintain, except for Transit which is funded with Pass-Through Funds/Multi-Modal Grants.

(1) Bridges

MEASURES:

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges

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- Risk-Based Asset Management Plan measures for bridges (See Appendix A for additional bridge measures.)

OBJECTIVES:

- Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%.
- Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.
- Meet bridge objectives in the Risk-Based Asset Management Plan. (See Appendix A for additional bridge objectives.)

ASPIRATIONAL OBJECTIVES:

- Achieve the percent of NHS total bridge deck area that is not structurally deficient at or above 95%.

(2) Highways

MEASURES:

- Pavement condition of the Interstate System
- Pavement condition of the NHS, excluding Interstates
- Pavement condition of the state highway system

OBJECTIVES:

- Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

ASPIRATIONAL OBJECTIVES:

- Achieve 90% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve 90% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.

(3) Other Assets

MEASURE:

- Risk-Based Asset Management Plan measures for other assets (See Appendix A for measures for buildings, Intelligent Transportation Systems (ITS) equipment, fleet, culverts, geohazards, tunnels, traffic signals, and walls.)

OBJECTIVE:

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- Meet objectives in the Risk-Based Asset Management Plan (See Appendix A for objectives for buildings, ITS equipment, fleet, culverts, geohazards, tunnels, traffic signals, and walls.)

(4) Transit

MEASURE:

- Transit Asset Condition

OBJECTIVES:

- Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.

ASPIRATIONAL OBJECTIVE:

- Increase the percentage of vehicles in the rural Colorado transit fleet to no less than 70% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.

c) SYSTEM PERFORMANCE:

The system performance objectives for Interstates, NHS, and State Highway system are intended to be achieved within the first 10 years (2016-2025) of the planning horizon. The system performance objectives for transit begin in 2012 either for a five-year rolling average or as the baseline year. The budget categories that fund System Performance are Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants.

(1) Interstates, NHS and State Highway system

MEASURES:

- Interstate Performance – Planning Time Index (PTI)
- NHS Performance excluding Interstates – PTI
- Colorado Freight Corridors Performance – PTI

OBJECTIVES:

- Prevent the spread of congestion by maintaining a PTI of 1.05 or less on 90% or greater of Interstates centerline miles.
- Prevent the spread of congestion by maintaining a PTI of 1.16 or less on 90% or greater of NHS centerline miles, excluding Interstates.
- Prevent the spread of congestion by maintaining a PTI of 1.12 or less on 90% or greater of Colorado Freight Corridor centerline miles.

(2) Transit

MEASURES:

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- Transit Utilization – Ridership statewide for small urban and rural “transit grantees”
- Transit Connectivity – Revenue service miles provided

OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning with 2012.
- Maintain or increase the total number of revenue service miles of CDOT-funded regional, inter-regional, and inter-city passenger service over that recorded for 2012.

ASPIRATIONAL OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.7% statewide over a five-year period beginning with 2012.
- Increase the statewide total number of revenue service miles of regional, inter-regional, and inter-city passenger service by at least an average 1.7% over a five-year period beginning with 2012.

d) MAINTENANCE:

Maintenance objectives are established based on annual funding levels and measured annually. The budget category that funds Maintenance is Maintain.

MEASURES:

- Level of Service (LOS) for snow and ice removal
- Overall Maintenance Level of Service (MLOS) for the state highway system

OBJECTIVES:

- Maintain a LOS B grade for snow and ice removal.
- Maintain an overall MLOS B minus grade for the state highway system.

ASPIRATIONAL OBJECTIVES:

- Achieve a LOS B+ grade for snow and ice removal.
- Achieve an overall Maintenance LOS B grade for the state highway system.

VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE

Appendix “A” CDOT Asset Management Metrics and Performance Targets

VII. IMPLEMENTATION PLAN

Additional measures and objectives are planned or currently under development. As additional measures and objectives are finalized they will be brought forward for consideration of incorporation into PD 14.0. This includes measures and objectives in the following areas: Bike and Pedestrian, Truck Freight, Freight Rail, Economic Vitality, and Environmental Sustainability.

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This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, the Division of Transportation Systems Management & Operations, and the Division of Transit & Rail, and in collaboration with other CDOT Divisions and CDOT Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Division of Transportation Development will report annually on performance of the transportation system to track progress toward objectives. At a minimum, the Division of Transportation Development will review and update or reaffirm this Policy Directive with each Plan update cycle in collaboration with the Office of Policy and Government Relations, Office of Financial Management and Budget, Division of Transportation Systems Management & Operations, Division of Transit & Rail, and other CDOT Divisions and CDOT Regions.

VIII. REVIEW DATE

This directive shall be reviewed on or before February 2018.

Secretary, Transportation Commission

Date of Approval

**Appendix “A”
CDOT Asset Management Metrics and Performance Targets**

Asset	Measure	Fiscally Constrained Target	Aspirational Target	2016 Performance
Bridges	Percentage of deck area on structurally deficient CDOT-owned bridges	10%	5%	4.92%
	Percentage of deck area on structurally deficient bridges on the NHS	10%	5%	4.50%
	Percentage of CDOT-owned bridges over waterways that are scour critical	5%	1%	6.43%
	Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet - 6 inches	1.00%	0.00%	1.66%
	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet - 6 inches	18.00%	12.00%	19.81%
	Percentage of CDOT-owned bridges posted for load	0.10%	0.00%	0.20%
	Percentage of CDOT-owned bridges with a load restriction	0.90%	0.00%	1.60%
	Percentage of expansion joints in fair, poor and severe condition (by length) on CDOT-owned bridges	26%	15%	25.25%
	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	35%	20%	44.45%
Pavement	Percentage high/moderate drivability life for Interstates based on condition standards and treatments set for traffic volume categories	80%	90%	94%
	Percentage high/moderate drivability life for CDOT-owned NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories	80%	90%	85%
	Percentage high/moderate drivability life for the State highway system based on condition standards and treatments set for traffic volume categories	80%	90%	80%
Maintenance	Statewide letter grade	B-	B	C+
Buildings	Statewide letter grade	85% C or Better	90% C or Better	74% C or Better
ITS	Average percent useful life	90%	85%	N/A
Fleet	Average percent useful life	75%	70%	87%
Culverts	Percentage of culverts in poor condition (have a culvert rating of 4 or less)	5%	3%	4.87%
Geo hazards	Percentage of segments at or above risk grade B	85%	90%	N/A
Tunnels	Percentage of network tunnel length with all elements in equal or better condition than 2.5 weighted condition index	75%	100%	91%
Traffic Signals	Percentage of signal infrastructure in severe condition	2%	0%	8%
Walls	Percentage of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less)	2.50%	1.00%	4.15%

Resolution #TC-17-10-XX

Adoption of updated Policy Directive 14.0 “Policy Guiding Statewide Plan Development”.

Approved by the Transportation Commission on (Insert Date

WHEREAS, the Colorado Transportation Commission (“the Commission”) has statutory authority pursuant to § 43-1-106(8)(a) C.R.S. to formulate policy concerning transportation systems in compliance with 23 U.S.C. 134, 135, and 450; PL 114-94 (“Fixing America’s Surface Transportation Act” or “FAST Act”) and PL 112-141 (“Moving Ahead for Progress in the 21st Century” or “MAP-21), and their regulations; and to undertake transportation planning under § 43-1-1103, C.R.S.; and

WHEREAS, a statewide plan is part of the state and federally required statewide transportation planning process; and

WHEREAS, Policy Directive 14.0 is the framework for development and implementation of a multimodal comprehensive Statewide Transportation Plan and for distribution of resources to meet or make progress toward objectives; and

WHEREAS, the Commission approved the updated Policy Directive 14.0 in October 2015 in Resolution #TC-15-2-7; and

WHEREAS, Policy Directive 14.0 states that the policy will be brought forward for consideration by the Commission as additional measures and objectives are developed; and

WHEREAS, the Commission reviews Policy Directive 14.0 annually to determine if there is a need to modify performance measures or objectives; and

WHEREAS, changes have been proposed to infrastructure condition performance measures or objectives to reflect updated data, to better align with the cost of achieving performance outcomes, and to eliminate an outdated transit performance measure; and

WHEREAS, over the past several months, the Commission reviewed and concurred with the proposed changes.

NOW THEREFORE BE IT RESOLVED, that the Commission adopts the updated Policy Directive 14.0 “Policy Guiding Statewide Plan Development” as reflected in Attachment A to this resolution.

Herman Stockinger, Secretary
Transportation Commission

Date



TAM Metric and Target Change Matrix

Asset	Measure	Fiscally Constrained Target	Proposed Fiscally Constrained Target	Aspirational Target	Proposed Aspirational Target	Reason for Target Change
Bridges	Percentage of deck area on structurally deficient CDOT - owned bridges	10%	No Change	5%	No Change	No Change
	Percentage of deck area on structurally deficient bridges on the NHS	10%	No Change	5%	No Change	No Change
	Percentage of CDOT - owned bridges over waterways that are scour critical	5%	No Change	1%	No Change	No Change
	Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet - 6 inches	0.40%	1.00%	0.00%	No Change	The number of bridges with vertical clearance issues is greater than originally projected. Current funding strategy is unable to address issues, so staff recommend adjusting the target.
	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet - 6 inches	4.80%	18.00%	2.00%	12.00%	The number of bridges with vertical clearance issues is greater than originally projected. Current funding strategy is unable to address issues, so staff recommend adjusting the target.
	Percentage of CDOT - owned bridges posted for load	0.00%	0.10%	0.00%	No Change	Updated inventory found more bridges with lower than desirable conditions. Current funding strategy is unable to address issues, so staff recommend adjusting the target.
	Percentage of CDOT - owned bridges with a load restriction	3.00%	0.90%	1.00%	0.00%	We are doing better than originally projected, so staff recommend adjusting the target.
	Percentage of leaking expansion joint by length on CDOT - owned bridges	15%	26%	5%	15%	Updated inventory found more bridges with lower than desirable conditions. Current funding is unable to keep up with the rate of decline, so staff recommend adjusting the target.
	Percentage of CDOT - owned bridge deck area that is unsealed or otherwise unprotected	30%	35%	5%	20%	Updated inventory found more bridges with lower than desirable conditions. Current funding is unable to keep up with the rate of decline, so staff recommend adjusting the target.
Pavement	Percentage high - moderate drivability life for Interstates based on condition standards and treatments set for traffic volume categories	80%	No Change	90%	No Change	No Change
	Percentage high - moderate drivability life for CDOT - owned NHS, excluding Interstates based on condition standards and treatments set for traffic volume categories	80%	No Change	90%	No Change	No Change
	Percentage high - moderate drivability life for the State highway system based on condition standards and treatments set for traffic volume categories	80%	No Change	90%	No Change	No Change
Maintenance	Statewide letter grade	B-	No Change	B	No Change	No Change
Buildings	Statewide letter grade	90% C or Better	85% C or Better	100% C or Better	90% C or Better	Analysis indicates that, given fiscal constraints, the old target is not achievable, so staff recommend adjusting the target.
ITS	Average percent useful life	90%	No Change	85%	No Change	No Change
Road Equipment	Average percent useful life	70%	75%	50%	70%	Analysis indicates that, given fiscal constraints, the old target is not achievable, so staff recommend adjusting the target.
Culverts ^a	Percent culverts in poor condition (have a culvert rating of 4 or less)	5%	No Change	3%	No Change	Description of performance metric changed for clarification purposes.
Geohazards ^b	Percent of segments at or above risk grade B	80%	85%	90%	90%	Staff recommends adjusting target based on better inventory data. Focusing investment based on the new target will result in a significant reduction in statewide risk exposure.
Tunnels	Percent of network tunnel length with all elements in equal or better condition than 2.5 weighted condition index	80%	75%	100%	No Change	Tunnel condition is worse than originally projected, so staff recommend adjusting the target.
Traffic Signals ^c	Percent of signal infrastructure in severe condition	15%	2%	0%	No Change	The new metric and target allows the program to focus on signals with the greatest performance deficiencies as opposed to all signals without regards to performance.
Walls ^d	Percentage of CDOT - owned walls, by square foot, in poor condition (have a rating of 4 or less)	1%	2.50%	0.50%	1.00%	Description of performance metric changed for clarification purposes. Updated inventory found more walls with lower than desirable conditions. Current funding is unable to keep up with the rate of decline, so staff recommend adjusting the target.

^a Previous Description: Percent of culverts that are structurally deficient (have a culvert rating of 4 or less)

^b Previous Metric: Percent of segments at or above risk grade C

^c Previous Metric: Percent intersections with at least one signal assembly beyond 100% Useful Life

^d Previous Description: Percent of CDOT-owned walls, by square foot, that are structurally deficient (have a rating of 4 or less)