



**COLORADO**

**Department of Transportation**

Office of Policy and Government Relations

Policy Directive 14.0

## Policy Directive 14.0

**Subject:** Updated “Policy Guiding Statewide Transportation Plan Goals and Performance Measures”

**Effective Date:** September 19, 2024

**Supersedes:** Policy Directive 14.0 (2020 version)

**Originating Office:** Division of Transportation Development

## Purpose

This Policy Directive establishes the overarching policy and objectives for the development and implementation of Colorado's 2050 Statewide Transportation Policy Plan. The policy outlined in this directive will guide the department's strategic 10-Year Transportation Plan via a public, collaborative process. It will also provide guidance to other programs that finance and implement the department's capital construction program.

Additionally, the directive provides performance goals and statewide performance targets to evaluate the Department's progress in the key areas of:

- Advancing Transportation Safety,
- Fix Our Roads, and
- Sustainably Increase Transportation Choice.

The Colorado Department of Transportation (CDOT) views building a transportation system that benefits all users as an important responsibility equal to the maintenance, safety, and mobility of Colorado's multimodal transportation system. These performance measures facilitate the implementation of the 2050 Statewide Transportation Plan by directing transportation investments in the 10-Year Transportation Plan, Four-Year Prioritized Plan, Statewide Transportation Improvement Program (STIP), and the annual budget.

The Transportation Commission (TC) will amend this Policy Directive as necessary. CDOT Staff will update the Transportation Commission annually and publish accountability dashboards concerning the goals and performance measures in this directive.

## Authority

23 United States Code (U.S.C.) 134, 135 and 450, Public Law (PL)117-58 (“Infrastructure Investment and Jobs Act” or “Bipartisan Infrastructure Law”)

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23 Code of Federal Regulations (C.F.R.) Part 420 (Planning and Research Program Administration), 450 (Planning Assistance and Standards), and 490 (National Performance Management Measures)

§ 43-1-106(8) (a and b) & (15)(d), Colorado Revised Statutes (C.R.S.)  
Transportation Commission

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

Transportation Commission Rules Governing the Statewide Transportation Planning 10 Process and Transportation Planning Regions (2 Code of Colorado Regulations (CCR) 601-22; effective October 30, 2022)

### Applicability

This Policy Directive applies to all CDOT Divisions and Regions.

### Definitions

“Carbon Dioxide Equivalent (CO<sub>2</sub>e)” is a standard unit for comparing the emissions from various GHG based upon the 100-year global warming potential (GWP). CO<sub>2</sub>e is calculated by multiplying the mass number of emissions (metric tons per year), for each GHG constituent by that gas’s GWP, and summing the resultant values to determine CO<sub>2</sub>e (metric tons per year). This calculation allows comparison of different greenhouse gasses and their relative impact on the environment over different standard time periods.

“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 conditions are 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).

“Four-Year Prioritized Plan” is a four-year subset of the 10-Year Transportation Plan consisting of projects prioritized for near-term delivery and partial or full funding.

“Greenhouse Gas Emissions” in the scope of this directive refer to pollution from the transportation sector and may refer to both start emissions and running exhaust emissions from vehicle tailpipes. These emissions are calculated and expressed in terms of CO<sub>2</sub>e. Greenhouse gas (GHG) included in this equivalency encompasses carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur

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hexafluoride (SF<sub>6</sub>), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and other fluorinated greenhouse gasses.

“Interstate System Pavements in Poor Condition” refers to segments of the Interstate Highway System where the condition of the pavement falls below an acceptable threshold, as determined by the Federal Highway Administration (FHWA) Pavement Management System. The determination is based on the Pavement Condition Index (PCI), with a PCI score indicative of poor condition typically ranging from 0 to 40. Pavements in poor condition exhibit significant distress factors, such as cracking, rutting, potholes, and other forms of deterioration that compromise structural integrity and ride quality.

“National Highway System (NHS) Total Bridge Deck Area in Poor Condition” refers to the cumulative area of the bridge decks that are classified as being in poor condition on the NHS based on inspections conducted according to the National Bridge Inventory (NBI) standards. The NBI uses a condition rating system that includes various categories, such as “Good,” “Fair,” and “Poor,” to assess the condition of different components of a bridge. Key indicators of poor bridge condition may include the presence of cracks, spalls, corrosion, or other forms of deterioration.

“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.

“Performance Measures” are a specific, quantifiable metric used to assess progress toward achieving an objective.

“Revenue Service Miles” are the miles operated by transit vehicles when such vehicles are used for providing public transportation.

“Serious Injuries” are evident incapacitating injuries that prevent injured persons from walking, driving, or normally continuing the activities they could perform before they were injured in traffic crashes.

“Targets” are indicators of the Department's long-range success and are intended to inform investment decisions.

“10-Year Transportation Plan” as charged to the Transportation Commission under § 43-1-106(15)(d) C.R.S., is the vision for Colorado's transportation system that includes a specific list of projects categorized across priority areas as identified in the Statewide Transportation Plan.

“2050 Statewide Transportation Plan” is the long-range, comprehensive, Multimodal statewide transportation plan covering a period of no less than 20 years from time of adoption, developed through the statewide transportation planning process described in these Rules and 23 U.S.C. § 135, and adopted by the Commission pursuant to § 43-1-1103, C.R.S.

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“Vehicle Miles Traveled per Capita” is the total number of miles driven by all vehicles within the state over a given period relative to the state population.

“Vulnerable Road Users” (VRUs) is defined, by the Federal Highway Administration (FHWA), as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), people using personal mobility devices (e.g. walkers or wheelchairs), and people on foot working in work zones. Note VRUs does not include motorcyclists.

### Policy

#### 1. Policy.

- A. It shall be the policy of CDOT that performance goals and statewide performance targets listed in this directive will guide the development of the 2050 Statewide Transportation Plan through a collaborative public process.
- B. 10-Year Transportation Plan projects will be selected through a collaborative, public, and data-driven approach to support the achievement of the performance measures listed in this directive. The approved projects in this plan should be prioritized in the Four-Year Prioritized Plan and will be included in the Statewide Transportation Improvement Program (STIP).
- C. The Transportation Commission’s Guiding Principles (Appendix A) should be used to enhance project considerations for the 10-Year Transportation Plan.
- D. Distribution of financial resources over the 10-Year Transportation Plan lifecycle, through fiscal year 2037, and development of annual department budgets will be guided by this policy to support the achievement of the performance targets listed in this directive.
- E. The Transportation Commission supports a holistic approach to optimizing the use of performance measures to guide project selection and investment decision-making. To provide transparency and accountability, CDOT will develop procedural directives that will:
  - a. Outline the procedure for development, amendment and reporting of the 10-Year Transportation Plan and the Four-Year Prioritized Plan; and
  - b. Implement Programmatic Performance Measures (PPM’s) aligned with this Policy Directive, guiding the department’s project selection and annual budget decisions through performance-based decision making for CDOT infrastructure and investment programs not included in the 10-Year Transportation Plan.

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2. Performance Measures and Targets. PD 14.0 performance measures and targets guide implementation of the 2050 Statewide Transportation Plan. The performance measures and targets support three key goal areas:
  - **Advancing Transportation Safety** - No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network, so you arrive at your destination safely.
  - **Fix Our Roads** - Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.
  - **Sustainably Increase Transportation Choice** - Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.

Performance measures and targets for PD 14.0 and the 2050 Statewide Transportation Plan are in alignment with and complement the national goals for surface transportation in the Infrastructure Investment and Jobs Act (IIJA) of 2021.

3. Performance Measures and Targets - Performance measures describe how CDOT will evaluate. The targets are indicators of the Department's long-range success and are intended to inform investment decisions.

### a) **Advancing Transportation Safety**

The Advancing Transportation Safety performance measures are aligned with the objectives of the department's Annual Performance Plan, which summarizes the annual and near-term strategic and operational priorities for CDOT. Additionally, these performance measures will guide the development of the 2025-2029 Strategic Highway Safety Plan.

#### Performance Measures and Targets

- Reduce the number of traffic-related fatalities and serious injuries by 50% from the 2023 baseline before 2037.
- Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users by 50% from the 2023 baseline before 2037.

### b) **Fix our Roads**

The performance measures and targets for pavement and bridge are intended to be achieved or maintained over the 10-Year Transportation Plan horizon. The performance measures align with the Department's Transportation Asset Management Plan, a federally required plan designed to help improve or preserve the condition and performance of assets on the highway system.

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### (1) Highway Pavement

#### Performance Measures and Targets:

- Achieve or maintain the percent of Interstate System pavements in poor condition below 1%.
- Achieve or maintain 80% high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

### (2) Bridges

#### Performance Measures and Targets:

- Achieve or maintain the percent of National Highway System total bridge-deck area in poor condition below 5%.
- Achieve or maintain the percent of State Highway System total bridge-deck area in poor condition below 5%.

### c) Sustainably Increase Transportation Choice

This goal is intended to be achieved in the 10-Year Transportation Plan horizon. The Clean Transportation performance measure is aligned with the Greenhouse Gas Pollution Reduction Roadmap 2.0, detailing early action steps the state will implement toward meeting near-term greenhouse pollution reduction targets, and HB23-016 - Greenhouse Gas Emission Reduction Measures, statutorily required goals to achieve net-zero status statewide. The Statewide Transit performance measure will inform the development of the statewide transit section of the 2050 Statewide Transportation Plan, promoting strategic growth, increasing the reliability of the state highway system, and increasing the use of multimodal travel statewide.

#### I. Clean Transportation

##### Performance Measure and Target:

- Reduce surface transportation sector greenhouse gas emissions (CO<sub>2</sub>e) by 60% on or before 2037, compared to the 2005 baseline.

#### II. Statewide Transit

##### Performance Measures and Targets:

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit services by increasing

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statewide revenue service miles by 66.7 million by 2037, from the 2022 baseline.

- Achieve a 1% annual reduction in Vehicle Miles Traveled (VMT) per capita from the 2023 baseline.

## Documents Referenced in This Directive

[Greenhouse Gas Pollution Reduction Roadmap 2.0](#)

[CDOT's Transportation Asset Management Plan](#)

[HB23-016: Greenhouse Gas Emission Reduction Measures](#)

[CDOT Performance Plan](#)

[2050 Statewide Transportation Plan](#)

[Colorado Strategic Transportation Safety Plan](#)

## Implementation Plan

The Division of Transportation Development, the Division of Accounting and Finance, the Division of Engineering, the Office of Innovative Mobility, and in collaboration with other CDOT Divisions and CDOT Regions, will implement this Policy Directive. The Division of Transportation Development will report annually on performance of PD 14.0 to track progress towards achieving performance targets, before the submission of the Department's annual budget, to help guide development of the budget. At a minimum, CDOT will review and update or reaffirm this Policy Directive with each 10-Year Plan update cycle.

The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

Additionally, CDOT shall develop procedural directives that implement procedures that align with policy in respect to the development, management, and reporting of the 10-Year Transportation Plan and implementation of Programmatic Performance Measures (PPM's).

## Review Date

This Directive shall be reviewed on or before June 20, 2029.

Herman Stockinger, Secretary  
Transportation Commission of Colorado

# Attachment A

## Transportation Commission Guiding Principles

	Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
Potential Criteria	Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which a project addresses a mobility need and reduces greenhouse gas emissions, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology or improved access to multimodal facilities.	Extent to which a project supports the economic vitality of the state or region and ensures disproportionately impacted communities realize the economic benefits of a project, such as supporting business, freight, agricultural or energy needs, or providing or improving access to recreation, tourism, job, military, healthcare or other significant activity centers.	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	Safety	Programs and projects leveraging new technology development  Integrated System Impacts and Benefits  Reduction of Greenhouse Gas Emissions	Economic Impacts  Statewide Equity  Social Equity	Asset Management and Preservation Benefits  Impact of Asset Management decision on asset life and function	Financial Leverage, Financial innovation, and Partnerships  Short term projects vs. Accommodating Long-Term Projects trends  How does the system look in 30 years and how does this project fit in?	Regional flexibility and related smaller scale projects  Is the project consistent with the 2045 Statewide Plan and if not, what are the reasons for deviating from priorities identified through that collaborative process?





# Appendix B

## PD 14 Performance Matrix

### Advancing Transportation Safety

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Highway Safety	Reduce the number of traffic-related fatalities and serious injuries by 50% by 2037.	X	N/A	<a href="#">CDOT WIG Dashboard</a>
Highway Safety	Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users by 50% by 2037.	X	N/A	<a href="#">CDOT WIG Dashboard</a>
Highway Safety	Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels. (All Roads)	N/A	X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)	N/A	X	<a href="#">PD14 Dashboard, National Performance Measures Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Urban Roads)	N/A	X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Rural Roads)	N/A	X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (State Highway System)	N/A	X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)	N/A	X	<a href="#">PD14 Dashboard, National Performance Measures Dashboard</a>
Highway Safety	Reduce traffic-related fatalities and serious injuries involving Vulnerable Users (pedestrians and bicyclists) by fifteen percent (15%) over the next four years from current levels. (All Roads)	N/A	X	<a href="#">PD14 Dashboard, National Performance Measures Dashboard</a>
Highway Safety	Reduce the rate of commercial vehicle-related crashes per 1 million Truck VMT from current levels.	N/A	X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the number of highway-rail incidents from current levels.	N/A	X	<a href="#">PD14 Dashboard</a>
Employee Safety	Reduce the number of on-the-job injuries (workers compensation claims) from current levels.	N/A	X	<a href="#">PD14 Dashboard</a>
Employee Safety	Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.	N/A	X	<a href="#">PD14 Dashboard</a>



# Asset Management - Pavement/Bridge

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Pavement	Achieve or maintain the percent of Interstate pavement in poor condition below 1%.	X	X	<a href="#">PD14 Dashboard</a> , <a href="#">Pavement Condition Dashboard</a> , <a href="#">National Performance Measure Dashboard</a>
Pavement	Achieve or maintain 80% high or moderate Drivability Life for the state highway system.	X	X	<a href="#">PD14 Dashboard</a> , <a href="#">Pavement Condition Dashboard</a> , <a href="#">National Performance Measure Dashboard</a>
Pavement	Achieve or maintain 80% high or moderate Drivability Life for Interstates.	N/A	X	<a href="#">PD14 Dashboard</a> , <a href="#">Pavement Condition Dashboard</a>
Pavement	Achieve or maintain 80% high or moderate Drivability Life for the National Highway System.	N/A	X	<a href="#">PD14 Dashboard</a> , <a href="#">Pavement Condition Dashboard</a>
Bridge	Achieve or maintain the percent of National Highway System bridge-deck area in poor condition below 5%.	X	X	<a href="#">PD14 Dashboard</a> , <a href="#">Pavement Condition Dashboard</a> , <a href="#">National Performance Measure Dashboard</a>
Bridge	Achieve or maintain the percent of state highway system total bridge-deck area in poor condition below 5%.	X	X	<a href="#">PD14 Dashboard</a> , <a href="#">Bridge Condition Dashboard</a>
Bridge	Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above 40%	N/A	X	<a href="#">PD14 Dashboard</a> , <a href="#">Bridge Condition Dashboard</a>
Bridge	Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above 40%	N/A	X	<a href="#">PD14 Dashboard</a> , <a href="#">Bridge Condition Dashboard</a>
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges over waterways that are scour critical.	N/A	X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	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.	N/A	X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	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.	N/A	X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges posted for load.	N/A	X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges with a load restriction.	N/A	X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges.	N/A	X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected.	N/A	X	<a href="#">PD14 Dashboard</a>



## Asset Management - Other Assets

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
MLOS	Achieve or maintain an overall MLOS B minus grade for the state highway system	N/A	X	<a href="#">PD14 Dashboard</a>
MLOS	Achieve or maintain a LOS B grade for snow and ice removal	N/A	X	<a href="#">PD14 Dashboard</a>
Buildings	Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better	N/A	X	<a href="#">PD14 Dashboard</a>
ITS	Maintain or decrease the average percent useful life of ITS equipment at or below 90%	N/A	X	<a href="#">PD14 Dashboard</a>
Fleet	Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%	N/A	X	<a href="#">PD14 Dashboard</a>
Culverts	Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%	N/A	X	<a href="#">PD14 Dashboard</a>
Geohazards	Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%	N/A	X	<a href="#">PD14 Dashboard</a>
Tunnels	Achieve or maintain the percent of network tunnel length with all elements in equal or better condition that 2.5 weighted condition index at or above 75%	N/A	X	<a href="#">PD14 Dashboard</a>
Traffic Signals	Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%	N/A	X	<a href="#">PD14 Dashboard</a>
Walls	Maintain or decrease the percent of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less) at or below 2.5%	N/A	X	<a href="#">PD14 Dashboard</a>
Rest Areas	Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better	N/A	X	<a href="#">PD14 Dashboard</a>



# Asset Management - Transit Assets

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Over-the-Road Buses that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	N/A	X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Buses that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	N/A	X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Cutaway Vehicles that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	N/A	X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Minivans that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	N/A	X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Aerial Tramway Vehicles that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	N/A	X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Vans that met or exceeded their useful life benchmark (ULB) at 2019 performance.	N/A	X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Passenger/Parking Facilities that met or exceeded their Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) from the 2019 performance.	N/A	X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Administrative/Maintenance Facilities that met or exceeded their FTA Transit Economic Requirements Model (TERM) from the 2019 performance.	N/A	X	<a href="#">PD14 Dashboard</a>
Transit Assets: Bustang	Achieve or maintain performance for Bustang and Bustang Outrider assets that have either met or exceeded their useful life benchmark (ULB) at no more than ten percent (10%).	N/A	X	<a href="#">PD14 Dashboard</a>



## Mobility - Clean Transportation

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Clean Transportation	Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap, a 60% reduction of Carbon Dioxide Equivalent (CO2e) by 2037 (from 2005 baseline).	X	N/A	<a href="#">PD14 Dashboard</a>
Clean Transportation	CDOT will work collaboratively with other state agencies and local partners to reduce statewide GHG pollution from the transportation sector by twenty-six percent (26%) by 2025, fifty percent (50%) by 2030, and ninety percent (90%) by 2050 relative to 2005 statewide GHG pollution levels.	N/A	X	<a href="#">PD14 Dashboard</a>
Clean Transportation	Collaborate with other state agencies to increase electric vehicle registrations to support a future fleet of at least nine-hundred forty thousand (940,000) light-duty zero-emission vehicles by 2030.	N/A	X	<a href="#">PD14 Dashboard</a>
Clean Transportation	Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in its 2020 Electric Vehicle Plan to convert the state transit fleet to one-hundred percent (100%) zero-emission vehicles by 2050, with an interim target of at least one-thousand (1,000) zero-emission vehicles by 2030.	N/A	X	<a href="#">PD14 Dashboard</a>
Clean Transportation	Collaborate with other state agencies, local governments, and private companies to increase the percentage of total state highway miles within a thirty-mile travel buffer of DC fast-charging stations from forty percent (40%) in fiscal year 2020 to one-hundred percent (100%) by 2030.	N/A	X	<a href="#">PD14 Dashboard</a> , <a href="#">WIGs Dashboard</a>
Clean Transportation	Coordinate with other state agencies, the Colorado Scenic & Historic Byways Commission, local governments, and individual site hosts to increase the number of Colorado Scenic & Historic Byways classified as electrified byways from three (3) currently to twenty-six (26) by the end of fiscal year 2025.	N/A	X	<a href="#">PD14 Dashboard</a> , <a href="#">WIGs Dashboard</a>



## Mobility - Transit

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Statewide Transit	Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit and rail services by increasing revenue service miles by 66.7 million (83%) by 2037.	X	N/A	To be Developed
Statewide Transit	Achieve a 1% annual reduction in Vehicle Miles Traveled (VMT) per capita.	X	X	<a href="#">PD14 Dashboard</a>
Statewide Transit	Increase the percent of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.	N/A	X	<a href="#">PD14 Dashboard</a> , <a href="#">National Performance Measures</a>
Statewide Transit	Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY 2020-21 and grow it five percent (5 %) per year thereafter. A pre-COVID-19 level is defined as June 2021 ridership being equivalent to June 2019 ridership, knowing that an equivalent annual number is not attainable while COVID-19 is currently affecting service. June 2019 ridership was 19,189 passengers for the month, with a FY 2018-19 total annual ridership of 238,000 riders.	N/A	X	<a href="#">PD14 Dashboard</a> , <a href="#">WIGs Dashboard</a>
Statewide Transit	Increase Unlinked Passenger Trips from small urban and rural transit agencies proportional to population growth levels from 2019 levels.	N/A	X	<a href="#">PD14 Dashboard</a>

# Appendix C

## Fiscal Year 2024-25 CDOT Wildly Important Goals



### Advancing Transportation Safety

1



**Advance the safety of Colorado's transportation system so all travelers arrive at their destination safely.**

Reduce the number of traffic-related fatalities and serious injuries in fiscal year 2027 by 22.5%, compared to the same month in fiscal year 2023.



### Clean Transportation

2



**Reduce air pollution from the transportation sector.**

Decrease transportation sector emissions of carbon dioxide equivalent (CO<sub>2</sub>e) from 3.83 tons per capita in 2023 to 3.66 by June 30, 2027.

Decrease transportation sector emissions of nitrogen oxides (NO<sub>x</sub>) from 7.80 pounds per capita in 2023 to 7.45 by June 30, 2027.

Decrease transportation sector emissions of volatile organic compounds (VOC) from 2.54 pounds per capita in 2023 to 2.43 by June 30, 2027.



### Statewide Transit

3



**Expand Statewide Transit.<sup>1</sup>**

Increase ridership for the Bustang Family of Services from 290,737 in fiscal year 2024 to 325,625 by June 30, 2025.

<sup>1</sup>The Statewide Transit WIG is a one-year goal. Targets for FY 2026 and FY 2027 will be established at the end of FY 2025.





1



## Goal

In an effort to protect the traveling public, CDOT and Colorado State Patrol will reduce the number of traffic-related fatalities and serious injuries in fiscal year 2027 by 22.5%, compared to the same month in fiscal year 2023.

Outcomes: Desired FY Milestone Goals

WIG	FY 2023 Baseline	FY 2025 Goal	FY 2026 Goal	FY 2027 Goal
Number of fatalities and serious injuries	4,555	4,282	3,940	3,530

## Strategies

- ▶ Increase local law enforcement hours addressing impaired driving on roadways having a high propensity for impaired driving-related crashes and fatalities from 12,941 hours in the field to 14,252 hours in the field by June 30, 2025.
- ▶ Achieve 150 speed safety camera-days in state highway work zones by June 30, 2025.
- ▶ Deliver \$6 Million in safety enhancements on all public roads in areas with a history of or at high-risk for vulnerable road user crashes by June 30, 2025.
- ▶ Generate 220,000,000 paid media impressions for campaigns addressing traffic safety by June 30, 2025.
- ▶ Generate 300,000,000 earned media impressions for campaigns addressing traffic safety by June 30, 2025.







2



## Goals

Decrease transportation sector emissions of CO<sub>2</sub>e from 3.83 tons per capita in 2023 to 3.77 in FY 2025, 3.72 in FY 2026, and 3.66 in FY 2027.

Decrease transportation sector emissions of NO<sub>x</sub> from 7.80 pounds per capita in 2023 to 7.68 in FY 2025, 7.57 in FY 2026, and 7.45 in FY 2027.

Decrease transportation sector emissions of VOC from 2.54 pounds per capita in 2023 to 2.50 in FY 2025, 2.46 in FY 2026, and 2.43 in FY 2027.

## Strategies

- ▶ Increase the percentage of total state highway miles within a 30-mile travel buffer of direct current fast-charging stations from 79% to 88% by June 30, 2025.
- ▶ Increase the number of Colorado Scenic and Historic Byways classified as electrified byways from 17 to 22 by June 30, 2025.
- ▶ Increase the number of operational zero-emission transit buses from 74 to 97 by June 30, 2025.
- ▶ Increase the number of National Electric Vehicle Infrastructure grants awarded for projects within identified gaps on federally designated electric vehicle corridors in Colorado from 26 to 52 by June 30, 2025.
- ▶ Expand public awareness and education around EVs and increase public understanding of their benefits, capabilities, and availability by increasing the number of grants awarded from the E-Mobility Education and Awareness Grant program from 3 to 16 by June 30, 2025.
- ▶ Increase the expenditure of grant funds for active transportation, multimodal, and transportation demand management projects from \$30.9 million in fiscal year 2024 to \$33.6 million by June 30, 2025.



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## Goal<sup>1</sup>

Increase ridership for the Bustang Family of Services from 290,737 in fiscal year 2024 to 325,625 by June 30, 2025.

## Strategies

- ▶ Provide reliable and consistent transportation options for Bustang passengers by increasing the percentage of scheduled bus trips that are completed as planned from 98.1% to 99.5% by June 30, 2025.
- ▶ Increase the number of mobility hubs on Bustang corridors that are operational and open to the public from 0 to 3 by June 30, 2025.
- ▶ Increase the frequency of available Bustang trips by expanding the total amount of revenue service miles provided by the Bustang Family of Services from 2,201,512 in fiscal year 2024 to 3,330,000 by June 30, 2025.
- ▶ Outline a strategic vision for the statewide transit network by completing the Transit Connection Study by June 30, 2025.

<sup>1</sup>The Statewide Transit WIG is a one-year goal. Targets for FY 2026 and FY 2027 will be established at the end of FY 2025.

Continued development in freight and passenger rail is also a central priority for CDOT. For more information on CDOT's specific rail strategy, review the priorities and deliverables articulated in the February 2024 [Colorado Freight and Passenger Rail Plan](#).



## **Transportation Commission Resolution #20240907**

Adoption of Updated Policy Directive 14.0 “Policy Guiding Statewide Transportation Plan Goals and Performance Measures”

**Approved by the Transportation Commission on September 19, 2024.**

**Whereas**, under the Colorado Revised Statutes § 43-1-106(8), the Transportation Commission of Colorado has the statutory responsibility to set policies for the Colorado Department of Transportation (CDOT); and

**Whereas**, the “Policy Guiding Statewide Transportation Plan Goals and Performance Measures” provides performance measures to monitor the success of the Department’s efforts to improve in the key goal areas of Advancing Transportation Safety, Fix Our Roads, and Sustainably Increase Transportation Choice; and

**Whereas**, the Transportation Commission adopted the current version of Policy Directive 14.0 on November 19, 2020; and

**Whereas**, the revisions to Policy Directive 14.0 streamline the number of performance measures to ensure the Department is strategically focusing investments towards key goal areas to make substantial progress towards CDOT’s overarching vision for transportation; and

**Whereas**, the revisions to Policy Directive 14.0 also support the national goals for surface transportation in the Infrastructure Investment and Jobs Act (IIJA) of 2021, as well as Colorado’s Greenhouse Gas Pollution Reduction Roadmap, SB 23-016, and HB 19-1261; and

**Now Therefore Be It Resolved**, the Commission herein adopts updated Policy Directive 14.0 “Policy Guiding Statewide Transportation Plan Goals and Performance Measures”

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Herman Stockinger, Secretary  
Transportation Commission of Colorado