

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
TBD	03/20/08	Division of Transportation Development & Office of Financial Management and Budget

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 that optimizes the transportation system by balancing preservation and maintenance, efficient operations and management practices, and capacity improvements. Policy Directive 14.0 performance objectives will direct distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. This Policy Directive is in alignment with the national goals in the 2012 federal transportation authorization law, MAP-21 (Moving Ahead for Progress in the 21st Century Act). This Policy Directive reflects CDOT’s risk based asset management program and plan that incorporates a business approach intended to optimize investment for maintenance and preservation of CDOT assets based on both risk and performance assessment.

II. AUTHORITY

23 United States Code (U.S.C.) 134, 135 and 450, PL 112-141 (“Moving Ahead for Progress in the 21st Century” or “MAP-21), and its implementing regulations.

§ 43-1-106(8)(a), Colorado Revised Statutes (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 should CDOT receive revenues beyond those projected.

“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 unsafe factors, navigate around damaged pavement, or endure intolerably rough rides.

“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 an organization intends to meet.

“Planning Time Index” is a comparison of the congested travel time at the 95th percentile to the free-flow time on Interstates and non-Interstate NHS congested corridors.

“Revenue Service Miles” are the miles transit vehicles are available to the general public.

“Serious Injuries” means evident injuries.

“Vehicle Miles Traveled” (VMT) is 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 direct distribution of financial resources to meet or make progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Financial resources will be directed toward achieving the objectives within the first 10 years (2016-2025) of the planning horizon that extends to 2040. Projects will 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 will guide the use of funds received that are above baseline revenue projections.

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

- SAFETY – Reduce traffic fatalities and serious injuries and work toward zero deaths for all users.
- 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 improvements 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.

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 the first 10-years (2016-2025) of the planning horizon that extends to 2040. 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) SAFETY:

Safety objectives are mostly stated in a five-year average so that the trend can be evaluated (current five-year averages are based on data from 2008-2012). The budget categories that fund Safety are Maintain, Maximize, and Expand.

MEASURES:

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

OBJECTIVES:

- Achieve a five-year annual average reduction of 12 in the number of fatalities beginning with 2012 baseline.
- Achieve a five-year annual average fatality rate of 1.00 per 100 million VMT beginning with 2012 baseline.

- Achieve a five-year annual average reduction of 100 in the number of serious injuries beginning with 2012 baseline.
- Achieve a five-year annual average serious injury rate of 25 per 100 million VMT beginning with 2012 baseline.
- Reduce the economic impact of crashes annually by 1% over the previous calendar year.

ASPIRATIONAL OBJECTIVE:

- Achieve a five-year annual average fatality rate of 0.98 per 100 million VMT.

b) INFRASTRUCTURE CONDITION:

The infrastructure condition objectives for highways and bridges are intended to be achieved or maintained over the first 10 years (2016-2025) of the planning horizon that extends to 2040. The budget category that funds Infrastructure Condition is Maintain.

(1) Bridges

MEASURES:

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges
- Risk-Based Asset Management Plan Goals for bridges

OBJECTIVES:

- Maintain the percent of NHS bridge total 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 goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

- Achieve the percent of NHS bridge total 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
- Risk-Based Asset Management Plan Goals for pavement condition

OBJECTIVES:

- Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories by 2025.

- Achieve 80% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories by 2025.
- Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories by 2025.
- Meet pavement condition goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

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

(3) Other Roadway Assets

MEASURE:

- Risk-Based Asset Management Plan Goals (for culverts, tunnels, walls, and rock fall mitigation)

OBJECTIVE:

- Meet Risk-Based Asset Management Plan Goals

(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, beginning with the baseline established in September 2014.
- Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017.

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, beginning with the baseline established in September 2014.

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 annual 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) for the Interstates
- NHS Performance – PTI for the NHS system, excluding Interstates
- Traffic Congestion – Minutes of delay on congested segments of the state highway system

OBJECTIVES:

- Maintain a statewide PTI of 1.25 or less for congested segments on Interstates.
- Maintain a statewide PTI 1.25 or less for congested segments on NHS roadways, excluding Interstates.
- Maintain daily travel time delay on congested segments of state highway corridors at or below 22 minutes of delay per traveler per day.

ASPIRATIONAL OBJECTIVES:

- Achieve a statewide Planning Time Index (PTI) of 1.2 or less for the Interstates.
- Achieve a statewide PTI of 1.2 or less for the NHS roadways, excluding Interstates.
- Achieve a daily travel time delay on congested segments of state highway corridors below 17 minutes of delay per traveler per day.

(2) Transit

MEASURES:

- Transit Utilization – Ridership statewide and by subcategory: small urban and rural
- 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 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 an LOS B grade for snow and ice removal.
- Maintain an overall MLOS B- 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.

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

a) Customer Focus. Improve customer service and satisfaction by focusing on the priorities identified by the public. Strengthen transparency and accountability by ensuring the public has multiple ways of learning about and participating in multimodal transportation planning and regional and statewide transportation decision making.

b) 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 multimodal transportation planning solutions. Partner with other agencies and the private sector to leverage resources and to augment public funds.

c) Performance-Based Planning and Programming. Use a performance-based planning and programming approach in developing a multimodal Statewide Transportation Plan that aligns with MAP-21 national performance goals. Program projects in support of those goals and CDOT objectives and in alignment with the risk based asset management plan. Address both the 10-year and long range planning horizons.

d) Financial Planning. In cooperation with CDOT planning partners, and in recognition of declining revenues and increasing costs, develop reasonable Revenue Projections and a Program Distribution method that optimize the use of funds in addressing critical transportation needs. Utilize financial scenarios in the Plan in order to be prepared for

different levels of future funding.

e) Freight Movement and 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.

f) Environmental Sustainability. Incorporate social, economic, and environmental concerns into the planning, design, construction, maintenance, and operation of a state multimodal 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.

VI. IMPLEMENTATION PLAN

This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, and in collaboration with CDOT Divisions and Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Transportation Performance Branch will report annually on performance of the transportation system to track progress toward objectives. The Division of Transportation Development will review and update this Policy Directive with each Plan update cycle

VII. REVIEW DATE

This directive shall be reviewed on or before December 2018.

Secretary, Transportation Commission

Date of Approval