



Policy Directive 14

STAC

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**Debra Perkins-Smith, Director
Division of Transportation Development**

Purpose of Today's Discussion

- Update on Policy Directive 14
 - MAP-21 and PD 14
 - Asset Management and PD 14
- Review of discussions to date
 - Goal Areas
 - Performance Measures and Objectives
- Next Steps

Background: Statewide Plan and PD 14

- PD 14 revised at beginning of each Statewide Plan cycle.
- Past PD 14 versions:
 - Contained aspirational goals for programs
 - Goals related to budgetary “investment categories”
- This PD 14 revision uses MAP-21 National Goals and performance measures as basis.

Purpose of PD 14

- Provide framework for Statewide Plan development
 - Statewide Transportation Plan to reflect optimization of transportation system by balancing:
 - Preservation and maintenance (Maintain)
 - Efficient operations and management practices (Maximize)
 - Capacity improvements (Expand)
- Guide allocation of resources to achieve goals and objectives:
 - Statewide Plan
 - STIP
 - Annual budget
- Provide structure for performance reporting after Plan adoption

MAP-21 and Policy Directive 14

MAP-21 National Goal Areas	Safety	Infrastructure Condition	Congestion Reduction	Freight Movement and Economic Vitality	System Reliability	Environmental Sustainability	Reduced Project Delivery Delays
MAP-21 Perform. Measures	<ul style="list-style-type: none"> • Serious injuries per VMT • Fatalities per VMT • Number of serious injuries • Number of fatalities 	<ul style="list-style-type: none"> • Pavement condition of the Interstate system • Pavement condition of the NHS (excluding Interstates) • Bridge condition on the NHS • Transit State of Good Repair 	<ul style="list-style-type: none"> • Traffic congestion 	<ul style="list-style-type: none"> • Freight movement on the Interstate system 	<ul style="list-style-type: none"> • Performance of Interstate system • Performance of the NHS (excluding Interstate system) 	<ul style="list-style-type: none"> • On-road mobile source emissions 	None

Goal Areas in PD 14

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.

PROGRAM DELIVERY – Implement CDOT’s construction and maintenance programs according to planned budget and schedule.

Asset Management and PD 14

- PD 14 measures and objectives should address new MAP-21 performance reporting requirements
- Risk-Based Asset Management Plan – MAP-21 requires state DOTs to develop “risk-based asset management plans” for the National Highway System. Plans must, at a minimum, include:
 - listing of and conditions of the pavement and bridge assets on NHS;
 - asset management **objectives and measures**;
 - performance **gap identification**;
 - **lifecycle cost** and **risk management analysis**;
 - a **financial plan**; and **investment strategies**.

Asset Management

TC Goals in Past Policy Directive 14

Pavement: Achieve 60% good/fair pavement condition system-wide

Bridge: Achieve 95% good/fair bridge deck area condition system-wide

Maintenance: Achieve a B maintenance level of service grade for system quality measures

Fleet: New asset, no PD 14 goal

ITS: New asset, no PD 14 goal

Buildings: New asset, no PD 14 goal

Today's Areas

- Infrastructure Condition
 - Bridge
 - Transit
- Maintenance
- Safety

Next Month

- Infrastructure Condition
 - Pavement

Future

- System Performance
- Program Delivery

Infrastructure Condition - Bridge

- In the past, CDOT has used Good/Fair/Poor based on technical scoring for functional obsolescence and structural deficiency
- MAP-21 identifies bridge conditions on the NHS as a National Performance Measure Area
- Transition to objective to meet MAP-21 reporting
- Manage investments and projects through the Risk-Based Asset Management Plan

Infrastructure Condition - Bridge Measures and Objectives

MEASURES*	OBJECTIVES
Condition of all NHS bridges (on State Highways and locally owned bridges)	Maintain the percent of NHS bridge total deck area that is not structurally deficient at or above 90% .
Condition of state highway NHS bridges	Maintain the percent of NHS state highway bridge total deck area that is not structurally deficient at or above 90% .
Condition of all state highway bridges	Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90% .
Risk-Based Asset Management Plan goals for bridges	Meet bridge goals in Risk-Based Asset Management Plan
* Bold=Required by MAP-21	

Infrastructure Condition - Transit

- MAP-21 emphasis on state of good repair includes the development and implementation of Transit Asset Management Plans
- CDOT funding of transit assets under FASTER transit program

Infrastructure Condition – Transit Measures and Objectives

	MEASURES	OBJECTIVES
Transit	Transit Asset Condition	Maintain the % of vehicles in rural transit fleet at no < 65% operating in fair, good, or excellent condition (FTA).
		By 2017, ensure than all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings & equipment.

Maintenance

- Past performance measure objective : Meet or exceed the adopted annual maintenance level of service grade
- Past performance measure goal: Achieve a B maintenance level of service grade for system quality measures
- FY 2010-2012 actual maintenance performance: B-
- There are no MAP-21 performance requirements for maintenance

Maintenance Measures and Objectives

MEASURES	OBJECTIVES
Level of Service (LOS) for snow and ice removal	Maintain an LOS B grade for snow and ice removal.
Overall Maintenance Level of Service (MLOS) for the state highway system	Maintain an overall MLOS B- grade for the state highway system.

Safety

- Related to all roads in Colorado
- Broad programs with various elements and partners
- Safety strategies include both educational and engineering components
- In the past, the PD 14 goal was to achieve a 1.00 fatality rate per 100M vehicle miles traveled (VMT)
- MAP-21 requires four measures:
 - Number of fatalities
 - Fatalities per VMT
 - Number of serious injuries
 - Serious injuries per VMT

Safety Measures and Objectives

MEASURES*	OBJECTIVES
Number of fatalities	Achieve a five-year annual average reduction of 12 in the number of fatalities.*
Fatalities per Vehicle Miles Traveled (VMT)	Achieve a five-year annual average fatality rate of 1.00 per 100 million VMT.*
Number of serious injuries	Achieve a five-year annual average reduction of 100 in the number of serious injuries.*
Serious injuries per VMT	Achieve a five-year annual average serious injury rate of 25 per 100 million VMT.*
Economic impact of crashes	Reduce the economic impact of crashes annually by 1% .
* <i>Bold = Required by MAP-21</i>	* <i>All measures tracked in YourCDOTDollar.com</i>

Future PD 14 Discussions with STAC

Next Month

- Infrastructure Condition
 - Pavement - Drivability

Future

- System Performance
- Program Delivery