

Attachment A - Comparison of 2008 and 2013 Policy Directive 14

2008 Policy Directive 14 Goals and Objectives	2013 Policy Directive 14 Goals and Objectives
<p>System Quality Goals</p> <ul style="list-style-type: none"> • Cost effectively maintain or improve the quality and serviceability of the physical transportation infrastructure. • Increase absolute investment in system quality and accelerate completion of strategic projects. • Achieve 60% good/fair pavement condition system wide. • Achieve 95% good/fair bridge deck area condition system wide. • Achieve a B maintenance level of service grade for system quality measures. <p>System Quality Objectives</p> <ul style="list-style-type: none"> • Maintain or improve system-wide pavement condition forecast for 2016 of 40 percent good/fair condition based on 2008-2035 Resource Allocation. • Maintain or improve the system-wide major structures condition forecast for 2016 of 83 percent good/fair condition based on 2008-2035 Resource Allocation. • Meet or exceed the adopted annual maintenance level of service grade (in the System Quality program areas). 	<p>Infrastructure Condition Goal</p> <ul style="list-style-type: none"> • Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost. <p>Infrastructure Condition Objectives</p> <ul style="list-style-type: none"> ➤ Bridges <ul style="list-style-type: none"> • Maintain the percent of National Highway System (NHS) bridge total deck area that is not structurally deficient at or above 90%. • Maintain the percent of NHS state highway bridge total deck area that is not structurally deficient at or above 90%. • Maintain the percent of state highway bridge total deck area that is not structurally deficient at or above 90%. • Meet bridge goals in the Risk-Based <u>Asset Management</u> Plan. ➤ Highways <ul style="list-style-type: none"> • Maintain pavement condition level of __% _____ <u>Drivability Life</u> for Interstates. • Maintain pavement condition level of __% _____ Drivability Life for NHS, excluding Interstates. • Maintain pavement condition level of __% _____ Drivability Life of all NHS. (Placeholder; to be revised after federal guidance issued.) • Maintain pavement condition level of __% _____ Drivability Life for state highway non-NHS highways. • Maintain pavement condition level of __% _____ Drivability Life for the state highway system. ➤ Other Roadway Assets <ul style="list-style-type: none"> • Meet Risk-Based Asset Management Plan Goals.

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	<p>➤ Transit</p> <ul style="list-style-type: none"> • Maintain the percentage of vehicles in the rural Colorado transit fleet of no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions. • Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017. <p>Maintenance Goal</p> <ul style="list-style-type: none"> • Annually maintain CDOT’s roadways and facilities to minimize the need for replacement or rehabilitation. <p>Maintenance Objectives</p> <ul style="list-style-type: none"> • Maintain a Level of Service (LOS) B grade for snow and ice removal. • Maintain an Overall LOS B- grade for the state highway system.
<p>Safety Goals</p> <ul style="list-style-type: none"> • To create, promote and maintain a safe and secure transportation system and work environment. • Increase absolute investment in safety and accelerate completion of strategic projects. • Achieve a 1.00 fatality rate per 100M vehicle miles traveled. <p>Safety Objectives</p> <ul style="list-style-type: none"> • By CY 2010, reduce by 4% the total statewide motor vehicle crash rate from CY 2002 level of 307.1 crashes per 100 million vehicle miles traveled (VMT). • By CY 2010, reduce by 20% the severity and economic loss of transportation related motor vehicle crashes on State Highways from CY 2002 level of \$2 billion for severe crashes and \$2.4 billion for all crashes. • By FY 2009, reduce the FY 2004 CDOT employee injury rate of 10 accidents per 100 employees by 50% and reduce construction contractor employee fatalities. (Based on average of three years of specific CDOT OSHA recordable claims data.) • By FY 2009 reduce worker accidents by 15% per year (base year FY 2004). 	<p>Safety Goal</p> <ul style="list-style-type: none"> • Reduce traffic fatalities and serious injuries and work toward zero deaths for all users. <p>Safety Objectives</p> <ul style="list-style-type: none"> • Achieve a five-year annual average reduction of 12 in the number of fatalities. • Achieve a five-year annual average fatality rate of 1.00 per 100 million VMT. • Achieve a five-year annual average reduction of 100 in the number of serious injuries. • Achieve a five-year annual average serious injury rate of 25 per 100 million VMT. • Reduce the economic impact of crashes annually by 1%.

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<ul style="list-style-type: none"> By FY 2009 reduce the number of CDOT vehicle accidents by 10% per year (base year is FY 2004). 	
<p>Mobility Goals</p> <ul style="list-style-type: none"> Maintain or improve the operational capacity of the transportation system. Increase integration of the transportation system modal choices. Increase absolute investment in mobility and accelerate completion of strategic projects. Maintain an average of 22 minutes of delay per traveler in congested corridors. Achieve an A maintenance level of service grade for Snow and Ice Control. <p>Mobility Objectives</p> <ul style="list-style-type: none"> Reduce the growth rate in minutes of delay per traveler in congested corridors by 1.5 percent below the forecast for 2016 of 39 minutes of delay based on 2035 Resource Allocation. Maintain the snow and ice maintenance level of service grade at the annual adopted annual grade. 	<p>System Performance Goal</p> <ul style="list-style-type: none"> Improve system reliability and reduce congestion, primarily through operational improvements and secondarily through the addition of capacity. Support opportunities for modal choice. <p>System Performance Objectives</p> <ul style="list-style-type: none"> ➤ Interstates, NHS and State Highway system <ul style="list-style-type: none"> Maintain a statewide <u>Planning Time Index</u> (PTI) of 1.25 or less for the Interstates. Maintain a statewide PTI of 1.25 or less for the 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. ➤ Transit <ul style="list-style-type: none"> Increase ridership of small urban and rural transit grantees at least an average of 1.5% annually over a five-year moving average. Maintain or increase the total number of <u>revenue service miles</u> of regional, inter-regional, and inter-city passenger service over that recorded for 2012.
<p>Program Delivery Goals</p> <ul style="list-style-type: none"> Deliver high-quality programs, projects and services in an effective and efficient manner. Deliver all programs and projects on time and within budget. Accelerate completion of the remaining strategic projects. Increase investment in strategic projects. <p>Program Delivery Objectives</p> <ul style="list-style-type: none"> Improve year over year percent of advertised 	<p>Program Delivery Goal</p> <ul style="list-style-type: none"> Implement CDOT's construction and maintenance programs according to planned budget and schedule. <p>Program Delivery Objectives</p> <ul style="list-style-type: none"> To be determined.

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<p>projects delivered within 30 days of the Ad date established on July 1st of the fiscal year.</p> <ul style="list-style-type: none">• Improve year over year percent of advertised construction projects delivered within 15 percent of the estimated costs shown on July 1st of the fiscal year.• Meet or exceed the Department's annual Disadvantaged Business Enterprise (DBE) goals.	
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Definitions

Asset Management – This is a comprehensive business approach to managing the transportation network by focusing on the maintenance and preservation of such transportation assets as bridges and highways and transit vehicles, buildings, and equipment.

Drivability Life - An indication in years of how long a highway will have acceptable driving conditions. Acceptable driving conditions are a function of smoothness, pavement distress, and safety. Unacceptable pavement conditions mean that drivers must reduce speeds to compensate for unsafe factors, navigate around damaged pavement, or endure intolerably rough rides. Pavement with High Drivability Life will last more than 10 years and pavement with Moderate Drivability Life will last three to 10 years.

Planning Time Index - This is the ratio of the worst congested travel time (at the 95th percentile travel time) to the free-flow time on Interstates and non-Interstate National Highway System roadways.

Revenue Service Miles - Revenue Service Miles are the miles transit vehicles are available to the general public, whether fares are charged or not.