

PD 14 – CDOT Statewide Transportation Planning

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Statewide Transportation Planning		Number 14.0
Effective XX/XX/12	Supersedes 03/20/08	Originating office Transportation Commission

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. PD 14 performance objectives will guide distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. Other CDOT documents that also lay the groundwork for transportation planning are the values, vision, and mission statements in Policy Directive (PD) 2, the Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-21), and the Risk-Based Asset Management Plan mandated by the federal transportation authorization bill.

PD 14 will be reviewed and updated or reaffirmed with each Plan update cycle. This Policy Directive includes:

- Goals;
- Performance measures and objectives; and
- Planning principles.

II. AUTHORITY

III. APPLICABILITY

IV. DEFINITIONS

IV. POLICY

A. GOALS

CDOT transportation goals guide development of the multimodal Statewide Transportation Plan and will be used for measuring and reporting on system performance objectives after plan adoption. 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.
- **PROGRAM DELIVERY** – Implement CDOT’s construction and maintenance programs according to planned budget and schedule.

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B. PERFORMANCE MEASURES AND OBJECTIVES

Performance objectives help CDOT allocate funds effectively and describe how CDOT measures success in five areas: safety, infrastructure condition, system performance, maintenance, and program delivery. The budget categories that are used to fund each area are included.

1. SAFETY:

Budget Categories: Maintain, Maximize, 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.
- 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%.

2. INFRASTRUCTURE CONDITION:

Budget Category: Maintain

a. Bridges

MEASURES:

- Condition of all National Highway System (NHS) bridges (state highways and locally owned)
- Condition of NHS state highway 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 NHS state highway 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.

b. Highways

MEASURES:

- Pavement condition of the Interstate System.
- Pavement condition of the NHS, excluding Interstates.
- Pavement condition of all total NHS (awaiting federal guidance).
- Pavement condition of state highway non-NHS roadways.
- Pavement condition of the state highway system.

OBJECTIVES:

- Maintain pavement condition level of ___% ___ Drivability Life 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 roadways.
- Maintain pavement condition level of ___% ___ Drivability Life for the state highway system.

Note: Drivability standards for condition assessment will vary between highway classifications, with Interstates and NHS having the highest CDOT drivability standards.

c. Other Roadway Assets

MEASURE:

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

OBJECTIVES:

- Meet Risk-Based Asset Management Plan Goals

d. 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.
- Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017.

3. SYSTEM PERFORMANCE:

Budget Categories: Maximize, Expand, Pass-Through Funds/Multi-Modal Grants

a. 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 the Interstates.
- Maintain a statewide PTI 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.

b. 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 at least an average of 1.5% annually over a five-year moving average.
- Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.

4. MAINTENANCE:

Budget Category: 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.

5. PROGRAM DELIVERY:

Budget Category: Deliver

MEASURES:

To be determined.

OBJECTIVES:

To be determined.

C. PLANNING PRINCIPLES

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

CUSTOMER FOCUS

Improve customer service and satisfaction by focusing on the priorities identified in periodic customer surveys. 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.

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.

PERFORMANCE-BASED PLANNING AND PROGRAMMING

Use a performance-based planning and programming approach in developing a corridor-based multimodal Statewide Transportation Plan. This data-driven approach in making investment and policy decisions will help achieve targets for national performance goals. Needs assessments to identify and analyze corridor transportation capacity, reliability, and maintenance needs and strategies for both the 10-year and 20-year planning horizons are an important element.

FINANCIAL PLANNING

In cooperation and consultation with CDOT planning partners, and in recognition of declining revenues and increasing costs, develop reasonable Revenue Projections for the planning horizon and Program Distribution that optimize the use of funds in addressing critical transportation needs. Undertake financial scenario planning in order to be prepared for different levels of future funding for different time periods of the Plan. Investigate alternative transportation funding to identify the potential impact upon the transportation system, as well as opportunities associated with various financing mechanisms.

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.

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.

V. IMPLEMENTATION PLAN

VI. FISCAL IMPACT

VII. REVIEW DATE

This PD shall be reviewed on or before March 2018.

TRANSPORTATION COMMISSION SECRETARY

Date of Approval

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