

# MEMORANDUM

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**DEPARTMENT OF TRANSPORTATION**

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**DATE:** October 7, 2013

**TO:** Statewide Transportation Advisory Committee(STAC)

**FROM:** Sandi Kohrs, Branch Manager, Multimodal Planning  
Michelle Scheuerman, Statewide Planning Manager

**SUBJECT: Draft Policy Directive 14 Update**

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## Background

Policy Directive (PD 14) is the Transportation Commission policy that is revised with each planning cycle to guide both the development of the Statewide Transportation Plan and the allocation of resources to programs that support the goals and objectives. PD 14 was last adopted in 2008. It is being revised to align with the National Goals of MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century Act), the 2012 federal transportation authorization law. CDOT staff has been working closely with the Statewide Plan, Asset Management, and Transit and Intermodal committees of the Transportation Commission and with STAC on the development of PD 14 performance measures and objectives.

## PD 14 Changes and Modifications

On September 13, STAC received the latest draft version of PD 14. Since then, some changes or modifications have been made based on input and guidance received from the Statewide Plan Committee on September 18 and from the Transit and Intermodal Committee on Sept. 19. The Program Delivery Goal Area and associated performance measures and objectives have been removed. Program Delivery measures are being reported in the Annual Performance Report, the CDOT-FHWA Stewardship Agreement, and the Chief Engineer Objectives Report. While these measures are important to CDOT, they do not directly relate to prioritizing allocation of resources to program areas, which is the focus of PD 14. In addition, the System Performance Transit objective has been modified to: Increase ridership of small urban and rural transit grantees *at least* an average of 1.5% annually over a five-year average.

This draft version of PD includes the following additional information. The Authority, Applicability, Definitions, and Implementation Plan have been filled in. A staff recommendation is being made for the Infrastructure Condition goal area for Highways (Drivability Life). Drivability Life is a measure of how long pavement condition will be in acceptable condition. Drivability Life has three categories: High, Moderate, and Low. Low indicates the need to perform some treatment to prevent the pavement from falling into an unacceptable state. Unacceptable does not mean “impassable.” Instead, it means speeds must be reduced due to roughness or other safety issues. The objectives clarify that Drivability Life standards vary for traffic based pavement categories. Staff is recommending that objectives be set to achieve 80% High/Moderate Drivability Life for the Interstates, NHS and state highways. .

A pending item is whether PD 14 will include “aspirational” goals or objectives to be used if additional revenues became available and baseline objectives have been met. Options for aspirational goals will be discussed at Commission committee meetings in October.

### Next Steps

A revised PD 14 based on input and guidance from the Statewide Plan and Asset Management committee members will be provided to STAC in November, and a final version of PD 14 based on feedback received from Commission at a November Transportation Commission Workshop will be provided to STAC in December. It is anticipated that STAC would make a recommendation to the Transportation Commission for their action in December.