



COLORADO

Department of Transportation

Division of Transportation Development
Performance and Asset Management Branch
Multimodal Planning Branch
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DATE: September 14, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Policy Directive 14 Performance and Suggested Changes

Purpose

To report on progress made towards meeting the objectives in Policy Directive (PD) 14 in the areas of Safety, Infrastructure Condition, System Performance, and Maintenance, and review suggested changes.

Action

Transportation Commission (TC) input on suggested changes to PD 14 for future TC action.

Background

PD 14 provides a framework for development of the Statewide Transportation Plan (SWP) and guides the distribution of resources in the SWP, the Statewide Transportation Improvement Program (STIP), and the annual budget. To better align budget setting with PD 14, the Commission is annually reviewing the performance of PD 14 objectives to determine if there is a need to modify objectives or realign resources in an effort to meet an objective(s).

Several workshops have been held in recent months on the performance of the asset management (or Infrastructure Condition and Maintenance) objectives. The September workshop will focus on the current performance of safety and system performance, and suggested changes for safety, system performance, and asset management.

Details

Explanations of Performance

Attachment A: PD 14 Scoreboard graphically summarizes performance of PD 14 objectives for the current and prior year. Since most performance measures generally lag by roughly a year, the current performance year is 2015. Attachment A also includes information on the dedicated funding sources and funding levels associated with each objective. The notes column provides additional background, technical details, and recommended next steps, where applicable.

Safety: While objectives for the rate of fatalities and serious injuries were met, total fatalities increased in 2015, missing the objective. The increase in fatalities is largely due to an increase in vehicle miles traveled (VMT) of approximately 3% between 2014 and 2015. Objectives for bike and pedestrian fatalities and serious injuries were also not met. This is likely the result of an increase in VMT and bike/ped activity, and possible growth in distracted driving.

System Performance: CDOT changed highway traffic speed vendors in 2015. Although fundamentally the same type of data, some modifications to methodology and reporting are required, which results in changes to the Planning Time Index (PTI) objectives. This transition has been completed for all three system performance measures: Planning Time Index (PTI) for Interstates, National Highway System (NHS) excluding Interstates, and Colorado Freight Corridors. Numbers for 2014 have been reported using the new dataset to provide a reasonable comparison. The data shows an improvement from 2014, however, additional data is needed to determine if this is a trend, or variation year to year. Despite the improvement from 2014, objectives for Interstates and NHS continue to not be met. The improvement from 2014, however, did result in achievement of the objective for Colorado Freight Corridors. Transit system performance data is based on data from the National Transit Database, which is currently lagging by about two years. As such, 2015 performance data is not yet available and will be included in next year's report.

Infrastructure Condition: In general, infrastructure condition performance for highway assets remained relatively consistent with 2014 performance, with the most significant changes seen in Drivability Life (DL), geohazards, traffic signals, and walls. Objectives for maintenance, tunnels, culverts, and transit were met, performance was mixed on bridge and highway, and objectives were not met on buildings, ITS, fleet, geohazards, traffic signals, and walls. On the surface, DL for the NHS seems to have improved from 2014 to 2015. The apparent improvement is due to a change in the equation used to calculate the International Roughness Index (IRI). This change affects non-interstate asphalt highways (a majority of CDOT-owned facilities), and the apparent improvement is not expected to continue in the long term. The change in geohazards is based on a program evolving from rockfalls to a more holistic geohazard management plan that includes rock falls, landslides, and other geologic events. With respect to transit, the condition of the rural transit fleet in fair, good, or excellent condition increased from 65% to 81%. The

