



Policy Directive 14 Performance Indicators - Safety - 2020 Results

Highway Safety

Policy Directive 14 Objectives	Results ¹ (2020)	Target	Desired Trend	Meeting Target?	Trend 2016-2020
Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels.	182.77 ▼39.89	214.31 (CY 2020) ²	▼	YES	
Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)	1.28 ▲0.19	1.05 (CY 2020) ²	▼	NO	
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Urban Roads)	1.15 ▲0.26	N/A	▼	NO	
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Rural Roads)	1.56 ▲0.07	N/A	▼	NO	
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (State highway System)	1.26 ▲0.24	N/A	▼	NO	
Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels.	5.72 ▲0.07	5.62 (CY 2020) ²	▼	NO	
Reduce traffic-related fatalities and serious injuries involving Vulnerable Users (pedestrians and bicyclists) by fifteen percent (15%) over the next four years from current levels.	571 ³ (CY 2019) ▲19	549.59 (CY 2020) ²	▼	In Progress	
Reduce the rate of commercial vehicle-related crashes per 1 million Truck VMT from current levels.	1.80 ⁴ (CY 2019) ▲0.17	N/A	▼	In Progress	
Reduce the number of highway-rail incidents from current levels.	5,841 ⁴ (CY 2019) ▲637	N/A	▼	In Progress	

¹ 2020 performance was impacted by the restrictions from the Covid-19 pandemic. All safety metrics are preliminary until December 31, 2021.

² This target represents a calendar year 2020 milestone, which is derived from the four-year goal (2023). Targets are aligned with the Strategic Transportation Safety Plan (STSP).

³ This number reflects traffic-related fatalities involving vulnerable users for 2019. 2020 Data for the number of serious injuries involving vulnerable users is currently not available.

⁴ In 2020 there was 108 traffic-related fatalities involving Vulnerable Users. In comparison to 2019, there were 96 traffic-related fatalities involving Vulnerable Users.

⁵ This number reflects 2019 data. 2020 data is currently not available.

Employee Safety

Policy Directive 14 Objectives	Results ¹ (2020)	Target	Desired Trend	Meeting Target?	Trend 2016-2020
Reduce the number of on-the-job injuries (workers compensation claims) from current levels.	183	N/A	▼	YES	
Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.	238	N/A	▼	YES	



Policy Directive 14 Performance Indicators - Asset Management - 2020 Results

Asset Management - Bridges

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend 2016-2020
Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above forty percent (40%).	42.36% ▼4.02%	40%	▲	YES	50.35% → 42.36%
Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below ten percent (10%).	5.88% ▼0.24%	10%	▼	YES	4.48% → 5.88%
Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above forty percent (40%).	41.94% ▼4.50%	40%	▲	YES	50.38% → 41.94%
Achieve or maintain the percent of state highway system total bridge deck area in poor condition below ten percent (10%).	6.27% ▼0.05%	10%	▼	YES	4.92% → 6.27%
Percentage of CDOT-owned bridges over waterways that are scour critical	5.79% ▼0.39%	5%	▼	NO	6.42% → 5.79%
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches	2.14% 0.00% No Change	1%	▼	NO	1.81% → 2.14%
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches	20.21% ▼0.13%	18%	▼	NO	21.00% → 20.21%
Percentage of CDOT-owned bridges posted for load	0.46% ▲0.03%	0.1%	▼	NO	0.20% → 0.46%
Percentage of CDOT-owned bridges with a load restriction	2.51% ▲0.34%	0.9%	▼	NO	1.60% → 2.51%
Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges	41.05% ▲3.46%	26%	▼	NO	25.25% → 41.05%
Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	35.11% ▼1.69%	35%	▼	NO	44.45% → 35.11%

Asset Management - Highway Pavement

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend 2016-2020
Achieve 80% High or Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	89.0% ▲1.00%	80%	▲	YES	94.00% → 89.00%
Achieve 80% High or Moderate Drivability Life for the NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.	82.0% ▼2.00%	80%	▲	YES	85.00% → 82.00%



Policy Directive 14 Performance Indicators - Asset Management - 2020 Results

Asset Management - Highway Pavement

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend 2016-2020
Achieve 80% High or Moderate Drivability Life for the state highway system, based on condition standards and treatments set for traffic volume categories.	79.0% ▼1.00%	80%	▲	NO	80.00% ——— 79.00%

Asset Management - Other Assets

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend 2016-2020
Achieve or maintain an overall MLOS B minus grade for the state highway system	B B - No Change	B-	▲	YES	C+ ——— B
Achieve or maintain a LOS B grade for snow and ice removal.	B- ▼From B	B	▲	NO	B ——— B-
Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better.	54.00% ▼26.00%	85%	▲	NO	74.00% ——— 54.00%
Maintain or decrease the average percent useful life of ITS equipment at or below 90%.	70.8% ▼11.2%	90%	▼	YES	70.00% ——— 70.80%
Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%.	68.97% ▲0.27%	75%	▼	YES	87.00% ——— 68.97%
Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%.	5.47% ▲0.27%	5%	▼	NO	4.87% ——— 5.47%
Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%.	80% ▲3.00%	85%	▲	NO	84.00% ——— 80.00%
Achieve or maintain the percent of network tunnel length with all elements in equal or better condition than 2.5 weighted condition index at or above 75%.	91% 0.00%-No Change	75%	▲	YES	91.00% ——— 91.00%
Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%.	7.0% 0.00%-No Change	2.0%	▼	NO	8.00% ——— 7.00%
Maintain or decrease the percent of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less) at or below 2.5%.	3.80% ▼0.40%	2.5%	▼	NO	4.15% ——— 3.80%
Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better.	81% ▲1.00%	90%	▲	NO	N/A 81.00%



Policy Directive 14 Performance Indicators - Asset Management - 2020 Results

Asset Management - Transit Assets: Small Urban & Rural Agency Assets

Rolling Stock Objectives ¹	Results (2020)	Target	Desired Trend	Meeting Target?	Trend ² 2019-2020
Maintain or reduce the percentage of Over-the-Road Buses (BR) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	20.51% ▲2.56%	17.95%	▼	NO	17.95% 20.51%
Maintain or reduce the percentage of Buses (BU) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	20.05% ▼4.76%	24.81%	▼	YES	24.81% 20.05%
Maintain or reduce the percentage of Cutaway Vehicles (CU) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	24.53% ▼0.08%	24.61%	▼	YES	24.61% 24.53%
Maintain or reduce the percentage of Minivans (MV) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	30.84% ▲6.99%	23.85%	▼	NO	23.85 30.84%
Maintain or reduce the percentage of Aerial Tramway Vehicles (TR) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	87.32% ▲3.50%	83.82%	▼	NO	83.82% 87.32%
Maintain or reduce the percentage of Vans (Van) that met or exceeded their useful life benchmark (ULB) at 2019 performance.	14.60% ▲0.81%	13.79%	▼	NO	13.79% 14.60%
Facilities Objectives ³	Results (2020)	Target	Desired Trend	Meeting Target?	Trend ² 2019-2020
Maintain or reduce the percentage of Passenger/ Parking Facilities that met or exceeded their FTA Transit Economic Requirements Model (TERM) from the 2019 performance.	2.78% 0.00%-No Change	2.78%	▼	YES	2.78% 2.78%
Maintain or reduce the percentage of Administrative/ Maintenance Facilities that met or exceeded their FTA Transit Economic Requirements Model (TERM) from the 2019 performance.	9.30% ▲0.41%	8.89%	▼	NO	8.89% 9.30%

¹ Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).

² Calendar Year 2019 was the first reporting year.

³ Facilities: Percentage of facilities within an asset class rated below a 3.0 on the FTA TERM 5-point scale.

Asset Management - Transit Assets: Bustang & Bustang Outrider Assets

Rolling Stock Categories ¹	Results (2020)	Target	Desired Trend	Meeting Target?	Trend ² 2019-2020
Achieve or maintain performance for Bustang and Bustang Outrider assets that have either met or exceeded their useful life benchmark (ULB) at no more than ten percent (10%).	0%	10%	▼	YES	0.00% 0.00%

¹ Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).

² Calendar Year 2020 was the first reporting year.



Policy Directive 14 Performance Indicators - Mobility - 2020 Results

Mobility - Reliability and Congestion

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend ² 2016-2020
Achieve or maintain an Operations Levels of Service (OLOS) grade of C or better for eighty percent (80%) or greater of the state highway system.	86.1% ¹ ▼11.5%	80% Grade C or Better	▲	YES	85.00% 86.10%
Achieve or maintain an annual average incident clearance time of twenty (20) minutes or less for highways covered by CDOT Safety Patrol and Heavy Tow vehicles.	22.37 ▼1.45	20.00	▼	NO	22.69 22.37
Manage congestion on our roads by reducing Vehicle Miles Traveled (VMT) by ten percent (10%) on or before 2030, relative to current levels.	48.64 B ¹ ▼5.99 B	54.09 B (CY2020) ¹	▼	YES	52.15B 48.64B
Manage congestion on our roads by reducing Vehicle Miles VMT per capita by ten percent (10%) on or before 2030, relative to current levels.	8,359 ¹ ▼1,119	9,376 (CY2020) ²	▼	YES	9,423 8,359

¹ 2020 performance was impacted by the restrictions from the Covid-19 pandemic. VMT figures are preliminary and subject for adjustment.

² This target represents a calendar year 2020 milestone, which is derived from the ten-year goal (2030).

Mobility - Multimodal Options

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend 2016-2020
Increase the percent of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.	24.7% ¹ ▲0.50%	25.7% (CY 2020) ²	▲	In Progress	23.90% 24.70%
Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre- COVID-19 levels by the end of FY2020-21 and grow it five percent (5%) per year thereafter.	189,533 ³ (FY20) ▼48,527	238,135	▲	NO	102,503 189,533 (FY20)
Increase Unlinked Passenger Trips from small urban and rural transit agencies proportional to population growth levels from 2019.	18,303,951 ⁴ ▲922,127	18,463,738	▲	In Progress	16.84M 18.30M

¹ Data is provided by the American Community Survey. The 2020 American Community Survey data is planned to be released September 23, 2021. 24.7 percent of Coloradans commuted to work using multimodal options in 2019.

² This target represents a calendar year 2020 milestone, which is derived from the ten-year goal (2030).

³ 2020 performance was impacted by the restrictions from the Covid-19 pandemic.

⁴ Data is provided by the Federal Transit Administration. 2020 Federal Transit Administration data is planned to be released November 2021. There were 18,303,951 Unlinked Passenger Trips from small urban and rural transit agencies in 2019.

Mobility - Environmental Impact

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend 2016-2020
CDOT will work collaboratively with other state agencies and local partners to reduce statewide GHG pollution from the transportation sector by twenty-six percent (26%) by 2025, fifty percent (50%) by 2030, and ninety percent (90%) by 2050 relative to 2005 statewide GHG pollution levels.	TBD ¹	TBD ¹	▼	In Progress	TBD ¹
Collaborate with other state agencies to increase electric vehicle registrations to support a future fleet of at least nine-hundred forty thousand (940,000) light-duty zero-emission vehicles by 2030.	41,228 ▲14,165	940,000 by 2030	▲	In Progress	17,826 41,228
Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in its 2020 Electric Vehicle Plan to convert the state transit fleet to one-hundred percent (100%) zero-emission vehicles by 2050, with an interim target of at least one-thousand (1,000) zero-emission vehicles by 2030.	54	1000 by 2030	▲	In Progress	N/A ²

¹ Reporting for GHG pollution will resume after conclusion of the state GHG rulemaking (GEMM rulemaking).

² Calendar Year 2020 was the first reporting year. No trend data is available.



Policy Directive 14 Performance Indicators - Mobility - 2020 Results

Mobility - Environmental Impact

Policy Directive 14 Objectives	Results (2020)	Target	Desired Trend	Meeting Target?	Trend
Collaborate with other state agencies, local governments, and private companies to increase the percentage of total state highway miles within a thirty-mile travel buffer of DC fast-charging stations from forty percent (40%) in fiscal year 2020 to one-hundred percent (100%) by 2030.	46%	100% by 2030	▲	In Progress	N/A ²
Coordinate with other state agencies, the Colorado Scenic & Historic Byways Commission, local governments, and individual site hosts to increase the number of Colorado Scenic & Historic Byways classified as electrified byways from three (3) currently to twenty-six (26) by the end of fiscal year 2025.	3	26 by 2025	▲	In Progress	N/A ²

² Calendar Year 2020 was the first reporting year. No trend data is available.