Highway Safety

Policy Directive 14 Objectives	Results[1] (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels.	**174.04** ▼8.73	**209.30** (CY 2021)[2]	▼	YES	223.62 — 174.04
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** 0.00%-No Change	**1.03** (CY 2021)[2]	▼	NO	1.21 — 1.28
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Urban Roads)	**1.05** ▼0.10	N/A	▼	NO	0.98 — 1.05
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Rural Roads)	**1.87** ▲0.31	N/A	▼	NO	1.76 — 1.87
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (State highway System)	**1.30** ▲0.04	N/A	▼	NO	1.19 — 1.30
Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels.	**6.26** ▲0.54	**5.49** (CY 2021)[2]	▼	NO	5.68 — 6.26
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.	**595** ▲124	**536.74** (CY 2021)[2]	▼	NO	554.00 — 595.00
Reduce the rate of commercial vehicle-related crashes per 1 million Truck VMT from current levels.	**1.41** ▼0.66	**1.80**	▼	YES	1.65 — 1.41
Reduce the number of highway-rail incidents from current levels.	**26** ▲15	**31**	▼	YES	23 — 26

1 All safety metrics are preliminary until December 31, 2022.
2 This target represents a calendar year 2021 milestone, which is derived from the four-year goal (2023). Targets are aligned with the Strategic Transportation Safety Plan (STSP).

Employee Safety

Policy Directive 14 Objectives	Results[1] (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Reduce the number of on-the-job injuries (workers compensation claims) from current levels.	**189** ▲6	**183**	▼	NO	186 — 189
Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.	**209** ▼29	**283**	▼	YES	172 — 209

Asset Management - Bridges

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above forty percent (40%).	**37.33%** ▼5.05%	**40%**	▲	NO	48.82% — 37.33%
Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below ten percent (10%).	**5.08%** ▼0.79%	**10%**	▼	YES	4.18% — 5.08%
Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above forty percent (40%).	**37.12%** ▼4.82%	**40%**	▲	NO	48.96% — 37.12%
Achieve or maintain the percent of state highway system total bridge deck area in poor condition below ten percent (10%).	**5.64%** ▼0.63%	**10%**	▼	YES	4.59% — 5.64%
Percentage of CDOT-owned bridges over waterways that are scour critical	**5.48%** ▼0.31%	**5%**	▼	NO	6.48% — 5.48%
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	**2.01%** ▼0.13%	**1%**	▼	NO	2.39% — 2.01%
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	**19.78%** ▼0.43%	**18%**	▼	NO	21.82% — 19.78%
Percentage of CDOT-owned bridges posted for load	**0.40%** ▼0.06%	**0.1%**	▼	NO	0.20% — 0.40%
Percentage of CDOT-owned bridges with a load restriction	**2.39%** ▼0.12%	**0.9%**	▼	NO	1.71% — 2.39%
Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges	**43.91%** ▲2.86%	**26%**	▼	NO	28.46% — 43.91%
Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	**33.86%** ▼1.25%	**35%**	▼	YES	41.68% — 33.86%

Asset Management - Highway Pavement

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Achieve 80% High or Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	85.00% ▼4.00%	**80%**	▲	YES	88.00% — 85.00%
Achieve 80% High or Moderate Drivability Life for the NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.	83.00% ▲1.00%	**80%**	▲	YES	84.00% — 83.00%

Asset Management - Highway Pavement

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
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% 0.00%- No Change	80%	▲	NO	80.00% → 79.00%

Asset Management - Other Assets

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Achieve or maintain an overall MLOS B minus grade for the state highway system	C- ▼From B	B-	▲	NO	C+ → C-
Achieve or maintain a LOS B grade for snow and ice removal.	C- ▼From B-	B	▲	NO	B- → C-
Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better.	49.00% ▼6.00%	85%	▲	NO	83.00% → 49.00%
Maintain or decrease the average percent useful life of ITS equipment at or below 90%.	69.80% ▼1.00%	90%	▼	YES	82.00% → 69.80%
Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%.	68.70% ▼0.27%	75%	▼	YES	73.37% → 68.70%
Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%.	5.38% ▼0.09%	5%	▼	NO	5.06% → 5.38%
Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%.	75.00% ▼1.00%	85%	▲	NO	84.00% → 75.00%
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%.	46.75% ▲7.42%	75%	▲	NO	70.00% → 46.75%
Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%.	7.00% 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%.	3.53% ▼0.31%	2.5%	▼	NO	3.10% → 3.53%
Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better.	63.00% ▼14.00%	90%	▲	NO	80.00% → 63.00%

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

Rolling Stock Objectives[1]	Results (2021)	Target	Desired Trend	Meeting Target?	Trend[2] 2019-2021
Maintain or reduce the percentage of Over-the-Road Buses (BR) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	13.95% ▼6.56%	17.95%	▼	YES	17.95% → 13.95%
Maintain or reduce the percentage of Buses (BU) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	26.68% ▲6.63%	24.81%	▼	NO	24.81% → 26.68%
Maintain or reduce the percentage of Cutaway Vehicles (CU) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	23.89% ▼0.64%	24.61%	▼	YES	24.61% → 23.89%
Maintain or reduce the percentage of Minivans (MV) that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	26.86% ▼3.98%	23.85%	▼	NO	23.85% → 26.86%
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% 0.00%- No Change	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.	14.42% ▼0.18%	13.79%	▼	NO	13.79% → 14.42%

Facilities Objectives[3]	Results (2021)	Target	Desired Trend	Meeting Target?	Trend[2] 2019-2021
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.	10.26% ▲0.96%	8.89%	▼	NO	8.89% → 10.26%

[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 (2021)	Target	Desired Trend	Meeting Target?	Trend[2] 2019-2021
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%).	0.00%- No Change	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).
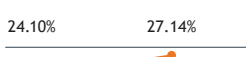[2] Calendar Year 2019 was the first reporting year.

Mobility - Reliability and Congestion

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
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.	**84.30%** ▼1.8%	**80% Grade C or Better**	▲	YES	77.40% — 84.30%
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.	**22.22** ▼0.15	**20.00**	▼	NO	22.69 — 22.22
Manage congestion on our roads by reducing Vehicle Miles Traveled (VMT) by ten percent (10%) on or before 2030, relative to current levels.	**53.84 B** ▲5.20 B	**48.64 B** (CY2021)[1]	▼	YES	53.38 B — 53.84 B
Manage congestion on our roads by reducing Vehicle Miles VMT per capita by ten percent (10%) on or before 2030, relative to current levels.	**9,263** ▲838	**8,425** (CY2021)[1]	▼	YES	9,516 — 9,263

[1] The target represents a calendar year 2021 milestone, which is derived from the ten-year goal (2030).

Mobility - Multimodal Options

Policy Directive 14 Objectives	Results[1] (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
Increase the percent of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.	**27.14%[2]** ▲2.44%	**35%** by 2030	▲	In Progress	24.10% — 27.14%
Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre- COVID-19 levels by the end of FY2021-22 and grow it five percent (5%) per year thereafter.	**54,946** (FY21) ▼134,587	**238,135**	▲	NO	155,864 — 54,946 (FY21)
Increase Unlinked Passenger Trips from small urban and rural transit agencies proportional to population growth levels from 2019.	**13,690,319[3]** ▼4,613,632	**18,645,955**	▲	NO	18.40M — 13.69M

[1] 2021 performance was impacted by the Covid-19 pandemic.
[2] Data is provided by the American Community Survey. The 2021 American Community Survey data is planned to be released October 2022. 27.14 percent of Coloradoans commuted to work using multimodal options in 2020, including telework.
[3] Data is provided by the Federal Transit Administration. 2021 Federal Transit Administration data is planned to be released November 2022. There were 13,690,319 Unlinked Passenger Trips from small urban and rural transit agencies in 2020. Unlinked passenger trips in 2020 were impacted by Covid-19

Mobility - Environmental Impact

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2017-2021
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.	**22.53 MMT[1]**	**17.36 MMT[2]**	▼	In Progress	N/A[2]
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.	**49,282** ▲8,054	**940,000** by 2030	▲	In Progress	12,303 — 49,282

[1] The number represents 2019 CO2 emissions from the transportation sector. Aviation and other fuel types are not included. Other fuel types include "alternative fuel vehicles," which are vehicles that burn methanol, ethanol, liquefied petroleum gas (LPG), liquefied natural gas (LNG), or compressed natural gas.
[2] GHG emissions are reported in the Colorado GHG Report. The 2021 report includes data for 2005, 2010, 2015, and 2019. Therefore no trend is included.

Mobility - Environmental Impact

Policy Directive 14 Objectives	Results (2021)	Target	Desired Trend	Meeting Target?	Trend 2020-2021
Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in its 2021 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.	61 ▲7	1,000 by 2030	▲	In Progress	54 | 61
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 2021 to one-hundred percent (100%) by 2030.	61% ▲15%	100% by 2030	▲	In Progress	46% | 61%
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.	8 ▲5%	26 by 2025	▲	In Progress	3 | 8