

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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DATE: September 5, 2013

TO: Statewide Transportation Advisory Committee

FROM: Michelle Scheuerman, Statewide Planning Manager

SUBJECT: **Policy Directive 14 Update and Comparison Matrix**

Background

Policy Directive (PD) 14 is the Transportation Commission policy that is revised with each new planning cycle to guide both the development of the Statewide Transportation Plan and Program Distribution, (how funds will be allocated) to meet the objectives (targets) within the directive. PD 14 was last revised and adopted in 2008.

PD 14 is being revised to bring it in alignment with the National Goals of MAP-21 (Moving Ahead for Progress in the 21st Century Act), the 2012 federal transportation authorization law. MAP-21 requires states to use a performance-based approach in establishing performance measures and objectives (targets) to meet the National Goals of Safety, Infrastructure Condition, Congestion Reduction, Freight Movement and Economic Vitality, System Reliability, Environmental Sustainability, and Reduced Project Delivery Delays. PD 14 is revised to better reflect overall Department thinking, Transportation Commission direction, and such statutory changes as passage of MAP-21.

This memo, the Comparison of 2008 and 2013 Policy Directive 14 Matrix (**please see Attachment A**), and the revised draft PD 14 (please see attached) reflect discussions and guidance received from the Statewide Plan Committee of the Transportation Commission and input from STAC as of August. The areas that are highlighted in yellow in the revised draft PD 14 are remaining areas to be discussed with the Statewide Plan Committee and Asset Management Committee. **Please see Next Steps** on the back page of this memo. The Authority, Applicability, Definitions, and Policy sections of the draft PD are currently being developed.

Similarities in Goals

The table below illustrates a high-level crosswalk between the PD 14 Goal Areas in the adopted version of PD 14 and what is being proposed in the draft revised version.

2008 PD 14 Goals	2013 PD 14 Goals (MAP-21 Goals in parentheses)
System Quality	Infrastructure Condition Maintenance (Infrastructure Condition)
Safety	Safety
Mobility	System Performance (Congestion Reduction; System Reliability)
Program Delivery	Program Delivery

Please note: the Freight Movement and Economic National Goal is linked to System Performance. In addition, the revised draft PD 14 has specific Planning Principles for Freight Movement and Economic Vitality, and Environmental Sustainability.

Main Differences

In the revised version of PD 14, Infrastructure Condition has detailed objectives for bridges, highways, and transit, and acknowledges Other Roadway Assets which references the Risk-Based Asset Management Plan. The development of a Risk-based Asset Management Plan is a MAP-21 requirement. Transit performance measures and objectives (targets), which are not a MAP-21 requirement, have been added to respond to the Statewide Plan Committee's direction that PD 14 be more multimodal.

Side-by-side Comparison

The attached comparison matrix compares the goals and objectives/targets in the current adopted PD 14 with those in the draft revised PD 14 as of August 2013.

Next Steps

September – Statewide Plan Committee – Discussion on Program Delivery and Aspirational Goals
October - Joint Statewide Plan Committee and Asset Management Committee meeting – Drivability Life Performance Measures and Objects/Targets, Fully revised draft version of PD 14
November – Transportation Commission (TC) Workshop on revised draft PD 14
December – Transportation Commission adoption of PD 14

Staff will continue to engage STAC as we move forward in developing and finalizing PD 14.