

**Strategic Policy Initiatives**

The Colorado Department of Transportation (CDOT) has identified several Strategic Policy Initiatives (SPIs) for FY 2016-17 and beyond. For this performance evaluation, the Department has updated progress on initiatives from its Fiscal Year 2017 Performance Plan<sup>1</sup> that capture the Department's strategic and operational priorities. The updates reflect data available as of mid-October 2016. Additional details on these initiatives are available in the Department's Performance Plan, which may be accessed [here](#).

**SPI 1**

**Safety:** Move Colorado toward zero deaths by reducing traffic-related deaths by one-half by 2030. This includes reducing fatalities by 12 per year, from 548 in 2008 to 344 in 2025. CDOT aims to reduce fatalities to 452 for its one-year target (Dec. 31, 2016 target, or calendar year 2016 fatalities) and 428 for its three-year target (Dec. 31, 2018 target, or calendar year 2018 fatalities).

**SPI 2**

**Pavement Condition:** Attain High or Moderate Drivability Life for 80 percent of sampled lane miles of pavement on the state highway system by 2025. CDOT plans to achieve 69 percent High/Moderate Drivability Life for its one-year target (June 30, 2017 target, or fiscal year 2017 pavement condition), down from 80 percent in fiscal year 2016. The three-year target is 57 percent (June 30, 2019 target, or fiscal year 2019 pavement condition).

**SPI 3**

**Travel-Time Reliability:** Slow the growth of congestion and achieve satisfactory travel-time reliability on Interstate 25 in the Front Range and in the Interstate 70 West Mountain Corridor. One- and three-year goals include:

- Reduce the average monthly Planning Time Index value on Northbound Interstate 25 from a projected 2.59 in calendar year 2016 to an actual 2016 value of 2.50. Achieve a PTI of 2.60 or below in 2018.
- Reduce the average monthly Planning Time Index value on Southbound Interstate 25 from a projected 2.74 for calendar year 2016 to an actual 2016 value of 2.70. Achieve a PTI of 2.80 or below in 2018.
- Reduce the average monthly Planning Time Index value on Eastbound Interstate 70 from a projected 1.93 for calendar year 2016 to an actual 2016 value of 1.90. Achieve a PTI of 2.00 or below in 2018.
- Reduce the average monthly Planning Time Index value on Westbound Interstate 70 from a projected 1.67 for calendar year 2016 to an actual 2016 value of 1.60. Achieve a PTI of 1.70 or below in 2018.

**SPI 4**

**Maintenance:** Maintain CDOT's roadways and facilities to minimize the need for replacement or rehabilitation in a constrained funding environment. This includes achieving an overall Maintenance Levels of Service (MLOS) grade of C+ for the state highway system in fiscal year 2017 and a C for fiscal year 2019, down from an actual grade of B- in fiscal year 2016.

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<sup>1</sup> Fiscal year 2017 and 2019 performance targets in this report are taken from the FY17 Performance Plan. For metrics reported on a calendar-year basis, 2016 and 2018 targets are from the FY16 Performance Plan.

**Operational Measures**

**SPI 1—Safety:** Move Colorado toward zero deaths by reducing traffic-related deaths by one-half by 2030. This includes reducing fatalities by 12 per year, from 548 in 2008 to 344 in 2025. CDOT aims to reduce fatalities to 452 for its one-year target (Dec. 31, 2016 target, or calendar year 2016 fatalities) and to 428 for its three-year target (Dec. 31, 2018 target, or calendar year 2018 fatalities).

**Major Functional Area – Safety**

**Process – CDOT implements a variety of processes to mitigate injuries and fatalities on Colorado’s roadways. For example, the Department qualifies, selects, advertises and awards Highway Safety Improvement Program projects. Projects that are selected address identified crash patterns, which are mitigated by the scope of the project and meet a minimum benefit/cost ratio of 1.0. CDOT’s goal is to meet a program-wide benefit/cost ratio of 2.0.**

Measure	CY13 Actual	CY14 Actual	CY15 Actual	Q1 CY16	Q2 CY16	Q3 CY16	CY16 Goal	CY18 Goal
Outcome: Fatalities on Colorado Roadways.	481	488	547 (rev.)	99 (rev.)	254 (YTD)	449 (YTD)	452	428
Outcome: Fatalities per 100 million Vehicle Miles Traveled on Colorado roadways.	1.024	0.996	1.08	N/A*	N/A*	N/A*	0.94	0.90
Lead Metric 1: Average benefit/cost ratio for Highway Safety Improvement Projects.	N/A	N/A	2.98	1.83	2.44 (YTD)	2.59 (YTD)	Minimum of 2.0	Not established
Lead Metric 2: Dedicated law enforcement contact hours for traffic safety enforcement.	67,808	75,689	84,146	25,519	59,955 (YTD)	94,030 (YTD)	75,000	Not established
Lead Metric 3: Percentage of advertised FASTER Safety projects that address Level of Safety Service 3 and 4 locations.	N/A	N/A	75%	100%	85% (YTD)	84% (YTD)	90%	Not established
Measure	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Actual		Q1 FY17	FY17 Goal	FY18 Goal
Lead Metric 4: FASTER Safety Mitigation program dollars spent as a percentage of the program's fiscal-year allocation**	79%	84%	159%	160%		30%	100%	100%

Note: Fatalities and injuries statistics are subject to frequent revision as new data become available.

\*Official 2016 Vehicle Miles Traveled data will not be available until mid-2016.

\*\*Metric compares program dollars spent during the specified time period to current year's allocation. The dollars spent may be revenue accumulated in any year.

**SPI 2—Pavement Condition:** Attain High or Moderate Drivability Life for 80 percent of sampled lane miles of pavement on the state highway system by 2025. CDOT plans to achieve 69 percent High/Moderate Drivability Life for its one-year target (June 30, 2017 target, or fiscal year 2017 pavement condition), down from 80 percent in fiscal year 2016. The three-year target is 57 percent (June 30, 2019 target, or fiscal year 2019 pavement condition).

**Major Functional Area – Various, including Capital Construction; Operations and Maintenance; Safety; and Program and Project Support**

**Process – Operational processes related to pavement condition include preserving, resurfacing, and rehabilitating roads with the optimized application of cost-effective pavement treatments.**

Measure	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Actual	Q1 FY17	FY17 Goal	FY19 Goal
Outcome: Percentage of sampled lane miles of state highway pavement with High or Moderate Drivability Life.	82%	73%	79%	80%	Annual Metric	69%	57%
Lead Metric: Percentage of Surface Treatment program projects advertised for the fiscal year that match recommendations from CDOT's pavement management system.	N/A	N/A	77%	90%	57%	80%	80%

Note: Drivability Life is an indication of how long a stretch of highway will have acceptable driving conditions.

**SPI 3—Travel-Time Reliability:** Slow the growth of congestion and achieve satisfactory travel-time reliability on Interstate 25 in the Front Range and in the Interstate 70 West Mountain Corridor. *(See specific targets in chart below.)*

**Major Functional Area – Operations and Maintenance**

**Process – Various processes will be used to achieve this goal, such as improving incident management, decreasing road closures and training first responders.**

Measure	CY13 Actual	CY14 Actual	CY15 Actual	Q1 CY16	Q2 CY16	Q3 CY16 (YTD Through August Only*)	CY16 Goal	CY18 Goal
<b>Outcome A:</b> Average monthly Planning Time Index value on Northbound Interstate 25**	2.38	2.42	2.47	2.40 (YTD)	2.35 (YTD)	2.38	2.50	2.60
Lead Measure 1: Average incident clearance time on NB I-25.	N/A	51 minutes	51 minutes	45 minutes (YTD)	52 minutes (YTD)	50 minutes	46 minutes	40 minutes
Lead Measure 2: Average monthly road closure time on NB I-25.	42*** minutes	61 minutes	50 minutes	42 minutes (YTD)	22 minutes (YTD)	12 minutes	55 minutes	48 minutes
<b>Outcome B:</b> Average monthly Planning Time Index value on Southbound Interstate 25	2.38	2.41	2.62	2.45 (YTD)	2.30 (YTD)	2.29	2.70	2.80
Lead Measure 1: Average incident clearance time on SB I-25.	N/A	49 minutes	44 minutes	76 minutes (YTD)	66 minutes (YTD)	61 minutes	44 minutes	39 minutes

\*September 2016 data were not available at the time of publication. \*\*Termini for Interstate 25 metrics are C-470 and E-470. Results and goals are for daytime and early evening weekday hours.

\*\*\*CY 2013 results for I-25 include at least nine months of data. Data does not contain a full calendar year.

Measure	CY13 Actual	CY14 Actual	CY15 Actual	Q1 CY16	Q2 CY16	Q3 CY16 (YTD Through August Only*)	CY16 Goal	CY18 Goal
Lead Measure 2: Average monthly road closure time on SB I-25.**	51*** minutes	58 minutes	47 minutes	97 minutes (YTD)	30 minutes (YTD)	17 minutes	52 minutes	46 minutes
<b>Outcome C:</b> Average monthly Planning Time Index value on Eastbound Interstate 70****	1.76	2.13	1.78	1.94 (YTD)	1.65 (YTD)	1.64	1.90	2.00
Lead Measure 1: Average incident clearance time on EB I-70.	N/A	49 minutes	74 minutes	25 minutes (YTD)	40 minutes (YTD)	49 minutes	44 minutes	39 minutes
Lead Measure 2: Average monthly road closure time on EB I-70.	N/A	278 minutes	124 minutes	20 minutes (YTD)	23 minutes (YTD)	17 minutes	250 minutes	222 minutes
<b>Outcome D:</b> Average monthly Planning Time Index value on Westbound Interstate 70	1.42	1.76	1.45	1.77 (YTD)	1.56 (YTD)	1.55	1.60	1.70
Lead Measure 1: Average incident clearance time on WB I-70.	N/A	45 minutes	71 minutes	68 minutes (YTD)	67 minutes (YTD)	62 minutes	40 minutes	36 minutes
Lead Measure 2: Average monthly road closure time on WB I-70.	N/A	166 minutes	163 minutes	155 minutes (YTD)	55 minutes (YTD)	39 minutes	149 minutes	133 minutes

\*September 2016 data were not available at the time of publication. \*\*Termini for Interstate 25 metrics are C-470 and E-470. Results and goals are for daytime and early evening weekday hours. \*\*\*CY 2013 results for I-25 include at least nine months of data. Data does not contain a full calendar year. \*\*\*\*Termini for Interstate 70 metrics are Vail and C-470. Results and goals are for daytime and early evening weekend hours.

**SPI 4—Maintenance:** Maintain CDOT’s roadways and facilities to minimize the need for replacement or rehabilitation in a constrained funding environment. This includes achieving an overall Maintenance Levels of Service (MLOS) grade of C+ for the state highway system in fiscal year 2017 and a C for fiscal year 2019, down from an actual grade of B- in fiscal year 2016.

**Major Functional Area – Operations and Maintenance**

**Process – Under nine Maintenance Program Areas, CDOT performs an array of processes to maintain the state highway system. For example, the Roadway Surface area includes patching and sealing potholes and blading unpaved surfaces. The Structure Maintenance area includes painting bridges, repairing expansion joints and patching bridge decks. The Snow and Ice Control area includes plowing snow and taking avalanche control measures.**

Measure	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Actual	Q1 FY17	FY17 Goal	FY19 Goal
Outcome: Overall Maintenance Levels of Service Grade.	B	B-	B-	B-	Annual Metric	C+	C
Lead Measure 1: Snow and Ice Control Grade.	B	B	B	B-	Annual Metric	B	B

Measure	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Actual	Q1 FY17	FY17 Goal	FY19 Goal
Lead Measure 2: Retro-reflectivity score for sampled long-line striping.*	N/A	N/A	April: 146** May: 173 June: 166	July: 161 Aug.: 176 Sept.: 223 Oct.: 195 Nov.: 178 Dec.: 135 Jan.: 128 Feb.: 96 March: 155 April: 159 May: 194 June: 144	July: 150 Aug: 161 Sept: N/A***	≥80 mcd/m <sup>2</sup> /lux ****	≥80 mcd/m <sup>2</sup> /lux

\*Aggregate numbers do not include yellow striping for Region 3. February 2016 results do not include Region 5. \*\*First month of reporting with current methodology. \*\*\* September 2016 data not available at time of publication. \*\*\*\*CDOT's goal is to achieve, at minimum, a retro-reflectivity score for longitudinal pavement markings of 80 mcd/m<sup>2</sup>/lux (millicandelas per square meter per lux), a measure of luminous intensity. Properly implemented and maintained longitudinal pavement markings convey directional information, location of the road center and edges, the presence of passing or no-passing zones, and an indication that a driver is occupying the correct lane.