Connecticut Department of Transporta

Quarterly Performance Measures Summa

2014 Quarter 2 (April 1 to June 30)

Legend
- Performance is trending in positive direction
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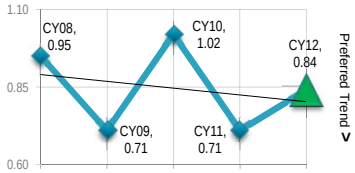
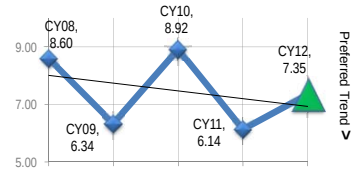
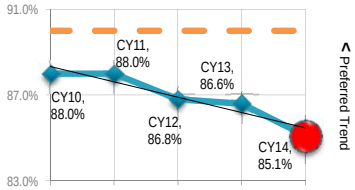
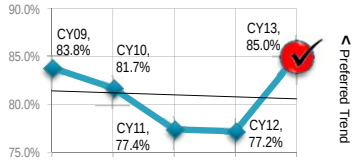
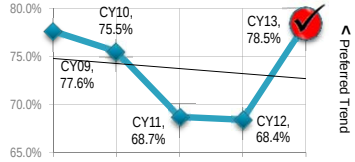
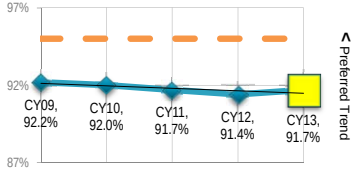
Performance Measure	Result	Period	Target	Trend / Score	Analysis of Trend
Rate of Annual Highway Fatalities per 100 million vehicle miles traveled (VMT), CTDOT	0.84	CY12	0		In 2012, there were 248 reported fatal motor vehicle crashes in which 264 persons were killed. The 264 fatality total includes drivers, passengers, pedestrians and cyclists. The 2012 Connecticut fatality rate was 0.84 fatalities per 100 million vehicle miles traveled (VMT). The three year rolling average for the 2010-2012 time period was 0.86 fatalities per 100 million VMT. The 2012 national fatality rate was 1.13 fatalities per 100 million VMT. The Connecticut rate continues to be lower than the national rate.
Rate of Annual Highway Fatalities per 100,000 population	7.35	CY12	0		The population for Connecticut in 2012 was 3,590,347. The 2012 Connecticut fatality rate was 7.35 fatalities per 100,000 population. The 2012 national fatality rate was 10.69 fatalities per 100,000 population. The Connecticut rate continues to be lower than the national rate.
Percent of Seat Belt Usage	85.1%	CY14	90.0%		The seatbelt use rate has seen a slight decrease from last year. The Highway Safety Office will continue working with law enforcement agencies statewide with the “Click it or Ticket” campaigns in May and November to ensure a shift in the trend toward the goal of 90%.
Percent of State Maintained Roads with Acceptable or Better Ride Quality (NHS Only)	85.0%	CY13	Increase Percentage		The large increase in this value reflects a combination of an extensive 2012 pavement preservation program on National Highway System (NHS) roads, and, to a lesser degree, improvements in data collection procedures implemented in 2013. The NHS, comprising roadways important to the nation's economy, defense, and mobility, was expanded from 963 to 1392 centerline miles by federal legislation (MAP-21). All ride quality data for this performance measure have been retroactively recalculated accordingly. (For More information on Ride Quality in Connecticut Click Here)
Percent of State Maintained Roads with Acceptable or Better Ride Quality (Entire Network)	78.5%	CY13	Increase Percentage		The large increase in this value reflects an extensive 2012 pavement preservation program on the National Highway System (NHS) as well as improvements in data collection procedures implemented in 2013. The entire roadway network in Connecticut consists of approximately 3734 state-maintained routes and roads and includes both NHS and non-NHS roadways. (For More information on Ride Quality in Connecticut Click Here)
Percent of CTDOT Roadway Bridges in a State of Good Repair	91.7%	CY13	95.0%		The percentage of bridges in a State of Good Repair has increased due to additional staff and budget resources allocated to bridges over the past couple years and improved project delivery time from initial project identification. A few more years are needed for the inventory to fully reflect this.

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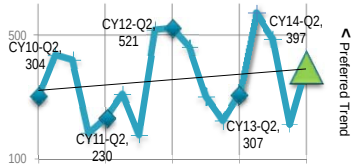
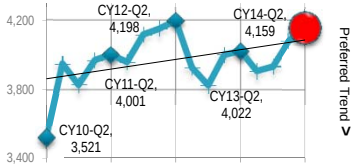
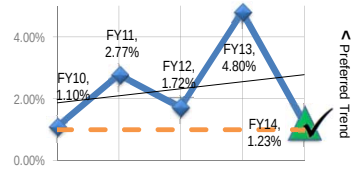
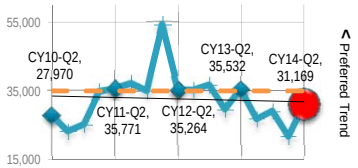
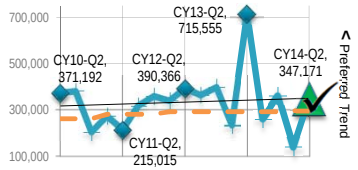
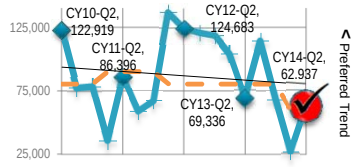
Performance Measure	Result	Period	Target	Trend / Score	Analysis of Trend
Number of Bridge Work Items Completed	397	CY14-Q2	Maximize Completion of Work Items		The number of bridge work items received has outnumbered the amount completed.
Number of Backlogged Bridge Work Items	4,159	CY14-Q2	Strive for Zero Growth in Backlog		Backlogged bridge work items have increased by 1.9% since the 1st quarter of 2014 and are up 3.4% since the 2nd quarter of 2013. There was a 14.5% increase in the number of bridge work items received in the 1st and 2nd quarters of 2014 as compared to the 1st and 2nd quarters of 2013 resulting in an increase in the backlogged bridge work items during the construction season.
Percent of Funds Expended for Bicycle/ Pedestrian Access	1.23%	FY14	1%		Thirty-eight projects awarded in SFY 2014 included elements for pedestrians or bicyclists, such as sidewalks, ramps, pedestrian signals, push-buttons, signs, and pedestrian/bicycle trails. The total dollars being expended for these items is approximately $7.3 million, which is approximately 1.23% of the total funds awarded for the construction, maintenance and repair of roads in the state. The 1% target, established by Public Act No. 09-154 in 2009, has been achieved each year and the Department will continue to strive to exceed this target on an annual basis.
Mean Distance Between Failures (Miles) - Locomotives	31,169	CY14-Q2	35,000		MDBF for locomotives on the New Haven Line fell short of the target this quarter. With delays in the completion of the overhaul program for the P-32 locomotives, the trend has been negative.
Mean Distance Between Failures (Miles) - Coaches	347,171	CY14-Q2	295,000		MDBF for coaches on the New Haven Line was above the target this quarter. This trend is in a positive direction and is a direct result of an overhaul program on Bombardier coaches completed in 2010.
Mean Distance Between Failures (Miles) - Electric Multiple Unit (EMU) M2	62,937	CY14-Q2	60,000		MDBF for the fleet of M2 Electric Multiple Units (EMU's) on the New Haven Line was above the target this quarter. A reduced number of M2 EMU coaches will continue to be used in revenue service through mid-2015 when the remaining coaches will be retired.

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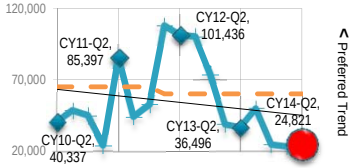
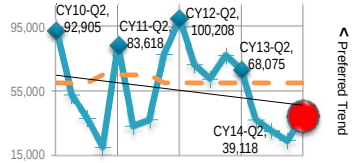
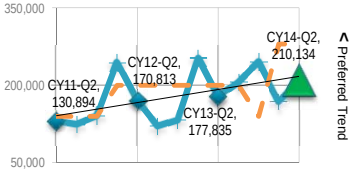
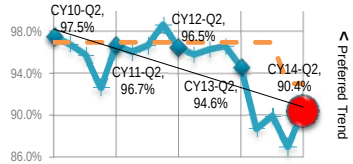
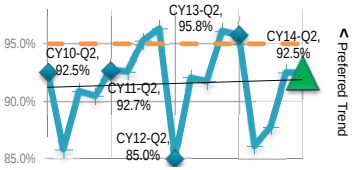
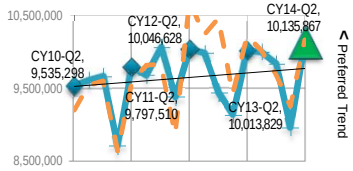
Mean Distance Between Failures (Miles) - Electric Multiple Unit (EMU) M4	24,821	CY14-Q2	60,000		MDBF for the fleet of M4 EMU's on the New Haven Line fell short of the target this quarter. A reduced number of M4 EMU coaches will continue to be used in revenue service through mid-2015 when the remaining coaches will be retired.
Mean Distance Between Failures (Miles) - Electric Multiple Unit (EMU) M6	39,118	CY14-Q2	60,000		MDBF for the fleet of M6 EMU's on the New Haven Line fell below the target this quarter. A reduced number of M6 EMU coaches will continue to be used in revenue service through mid-2015 when the remaining coaches will be retired.
Mean Distance Between Failures (Miles) - Electric Multiple Unit (EMU) M8	210,134	CY14-Q2	280,000		Three hundred seventy-two (372) M8 rail cars have been delivered with 356 tested, accepted and deployed in New Haven Line service (as of the end of June 2014). The remaining 8 M8s are anticipated to be delivered by the end of 2014. An additional 25 M8 Single Coaches will be delivered periodically through 2015 (Connecticut will own 274 of the M8 fleet). The MDBF for the M8 fleet did not meet the target for this quarter.
Percent of Rail On-Time Performance (OTP)-New Haven Line (NHL)	90.4%	CY14-Q2	93%		The New Haven Line OTP fell short of the target. Infrastructure issues, speed restrictions and track outages due to capital projects have caused the decline.
Percent of Rail On-Time Performance (OTP)-Shore Line East (SLE)	92.5%	CY14-Q2	95%		The OTP for the Shore Line East fell below the target of 95%. Passenger Train Interference with SLE trains waiting for passing Amtrak trains was the primary issue.
Number of Rail Passengers New Haven Line (NHL)	10,135,867	CY14-Q2	10,162,383		Ridership on the New Haven Line this quarter did not meet the target (budget) number.

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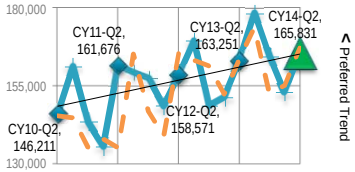
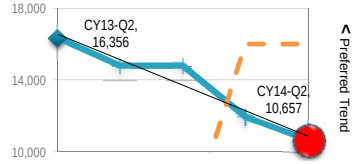
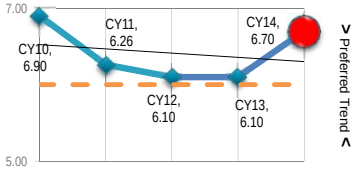
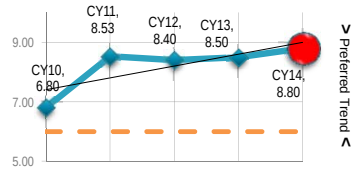
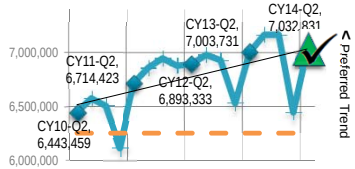
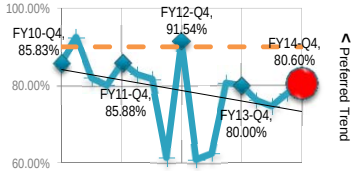
Number of Rail Passengers Shore Line East(SLE)	165,831	CY14-Q2	167,332		Ridership on the Shore Line East this quarter did not meet the target (budget) number.
Average Miles Between Road Calls (Bus)	10,657	CY14-Q2	16,000		A new target for Average Miles Between Road Calls (Bus) of 16,000 was initially established based upon a change in FTA's definitions or in their interpretation. Road call stats are performing below that target. Moving forward, the target will be re-examined to reflect those changes and real-world performance. Stats are also performing below the same quarter last year. Fleet age and a significant use of contingency fleet for emergency services might be reasons.
Average Age of Bus Fleet (State)	6.7	CY14	6		The expected life of heavy-duty transit buses is 12 years. The State's target is a fleet with an average in-service age of six years. Older buses tend to require a higher level of maintenance to keep them operating efficiently and reliably. Variability of procurement cycles will cause variances from the goal
Average Age of Bus Fleet (Transit Districts)	8.8	CY14	6		The expected life of heavy-duty transit buses is 12 years. The State's target is a fleet with an average in-service age of six years. Older buses tend to require a higher level of maintenance to keep them operating efficiently and reliably. Variability of procurement cycles will cause variances from the goal.
Number of CTTransit Passenger Trips	7,032,831	CY14-Q2	6,250,000		Ridership continues to perform slightly above budget and with a slight increase compared to same quarter last year even though fares were increased.
Percent of Agreements Executed in Under 60 Days	80.60%	FY14-Q4	90%		All results were recalculated back to FY10 Q4 to exclude agreements that went to the Office of Policy and Management and/or the State Properties Review Board, since that process alone typically takes longer than 60 days. The target was reset to reflect that change. There was a slight increase in percentage this quarter due to the mix of agreements submitted. Also, the use of the template agreements from the Attorney General's Office decreased the processing time.

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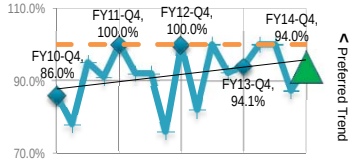
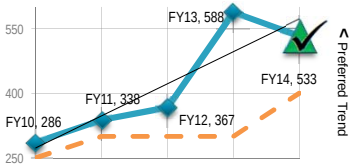
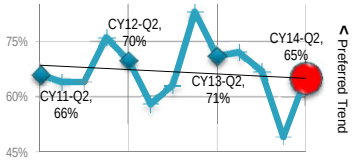
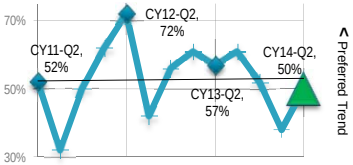
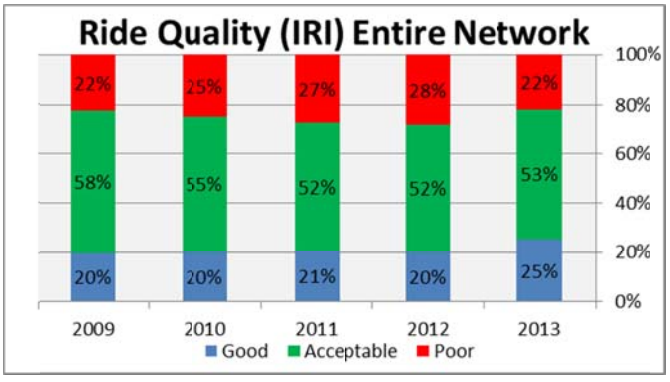
Percent of Construction Contracts Awarded within 60 Days of Bid Opening	94.0%	FY14-Q4	100%		32 of 34 Construction Contracts were awarded within 60 days of bid opening.
Number of Project Closeouts (FY)	533	FY14	400		The Department is moving forward and making significant progress with the Project Closeout and Final Voucher Initiative. In the fourth quarter of SFY 2014, 100 projects have been closed, bringing the SFY 2014 total to 533 and exceeding our SFY 2014 goal of 400. We continue to decrease the backlog of projects to be closed.
Percent of Construction Contracts Completed within Budget	65%	CY14-Q2	Increase Percentage		20 contracts were completed with 13 (65%) being completed within budget. For all 20 contracts the aggregate budgeted dollar value increase was 0%. The total completed cost of those on-time contracts was $ 12.94 million which represents 56 % of the total completed cost of all 20 contracts. The target is to increase the number of contracts completed within budget and limit contract budget overruns.
Percent of Construction Contracts Completed on Time	50%	CY14-Q2	Increase Percentage		20 contracts were completed with 10 contracts (50%) completed on time. On contracts where delays occurred, 8 were completed within 6 months of their original time and 2 were completed between 6 months and 12 months of their original time. The delays were due to Utilities (29.9%), Extra Work (22.3%), Third Party (18.6%), Design Change (12.3%), Changed Conditions (9.4%) and other miscellaneous reasons (7.5%). The target is to increase the On-Time % Completion of construction contracts by limiting the contributing causes of delays to projects' schedules caused by the Department and others.

Ride Quality on Connecticut's Roads

Ride Quality is the measurement of the roughness (complement of smoothness) of pavement. The general public's perception of a good road is one that provides a smooth ride. Roughness is an important pavement characteristic because it affects not only ride quality but also fuel consumption and both vehicle and roadway maintenance costs. CTDOT uses a worldwide standard for measuring pavement smoothness called the International Roughness Index, or IRI. This index provides a consistent and comparable measure of pavement in terms of the number of vertical bump inches per mile driven. IRI is reported as inches per mile. Essentially, the lower the IRI number, the smoother the ride.

CTDOT is directly responsible for overseeing all design, construction, maintenance, and improvements for the 3,734.28 miles of State-maintained roadways consisting of State routes, stubs, bypasses, and ramps serving as the main line. This includes 1,392.00 miles of Interstate and other Enhanced National Highway System (NHS) roadways.

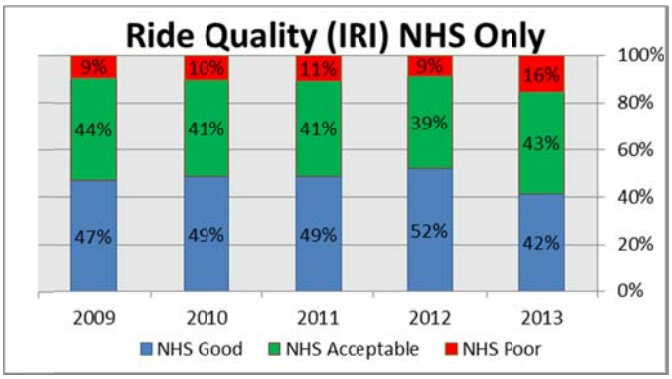
The condition of the entire state-maintained roadway network is presented below. The results indicate that in 2013, 78% of the entire state-owned network roadway miles have a good-or-acceptable ride quality.



The significant increase in "Good" (and subsequent reduction in "Poor") ride quality from 2012 to 2013, reflects a combination of a) a more extensive pavement preservation program in 2012, and, to a lesser degree, b) improvements in data collection procedures implemented in 2013.

The National Highway System (NHS) consists of roadways that have been designated as important to the nation's economy, defense, and mobility. Under current federal transportation legislation (MAP-21) the definition for NHS in Connecticut was expanded to include the roadway functional classification of "Other Principal Arterials". This added approximately 435.8 miles to Connecticut's NHS, which was previously 956.2 miles.

NHS Roadways typically carry highway volumes of traffic and tend to be maintained at a higher priority level. Therefore, when you average in the additional miles of lower functional class into the calculation for the NHS, the result is a decrease in the overall ride quality. As seen below, in 2013 85% of Connecticut's NHS roadway miles have a good-or-acceptable ride quality.



Note: Under the previous definition for the NHS, the result for this period would have been 54.2% good, continuing to show the positive impact of the pavement preservation program.

The higher-functional-class roadways included in the NHS, such as interstates and expressways, are in somewhat better condition. This reflects the prioritization of preservation projects to favor roadways with higher traffic volumes.