



# Connecticut Department of Transportation

## Quarterly Performance Measures Summary

### 2013 Quarter 4 (October 1 to December 31)

**Legend**

- ▲ Performance is trending in positive direction
- Performance is relatively constant
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- ✓ Target has been met
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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		<p>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.</p>
Rate of Annual Highway Fatalities per 100,000 population	7.35	CY12	0		<p>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.</p>
Percent of Seat Belt Usage	86.6%	CY13	90.0%		<p>Seatbelt use has remained nearly unchanged since last year but remains close to the target of 90%. With the kickoff of the next Click-it-or-Ticket campaign, the trend for the rate of seatbelt use is expected to show a change in the positive direction.</p>
Percent of NHS Roads with Good Ride Quality	52.2%	CY12	Increase Percentage		<p>The percentage of Connecticut's NHS Routes rated as having good ride quality has gradually been improving. The target is to continue to increase the percent of roads in good condition by implementing pavement preservation principles and fully utilizing CTDOT's Pavement Management System.</p>
Percent of Entire Network with Good Ride Quality	20.2%	CY12	Increase Percentage		<p>Ride quality of Connecticut's entire state maintained roadway network has remained relatively consistent. The entire roadway network includes both NHS and non-NHS roadways that are the maintenance responsibility of the Connecticut DOT. As shown in this graph, when the non-NHS roadways are factored in, the percent of the roads with good ride quality is reduced significantly.</p>
Percent of CTDOT Roadway Bridges in a State of Good Repair	91.4%	CY12	95.0%		<p>The percent of bridges in a State of Good Repair (SGR) is on a slight downward trend declining one percent over the past 5 years. The Department is still seeing an additional annual increase of 9 to 12 more bridges becoming deficient each year due to Connecticut's aging infrastructure. To try to reverse this trend, the Department has allocated additional resources into bridge maintenance and preservation projects but it will take several more years for these additional projects to be completed, the bridges inspected and the results reflected in the performance.</p>



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Number of Bridge Work Items Completed	489	CY13-Q4	Maximize Completion of Work Items		<p>The number of bridge work items received has outnumbered the amount completed for the 4th quarter of 2013 because of the typical slowdown during the post-construction season due to weather constriction.</p>
Number of Backlogged Bridge Work Items	3,933	CY13-Q4	Strive for Zero Growth in Backlog		<p>Backlogged bridge work items have increased by 0.7% since the 3rd quarter of 2013 and are up 2.9% since the 3rd quarter of 2012. Backlogged bridge work items are expected to continue to trend up through the 1st quarter of 2014 due to the slowdown in active construction and maintenance projects through the winter months.</p>
Percent of Funds Expended for Bicycle/Pedestrian Access	4.80%	FY13	1%		<p>Forty-six projects awarded in SFY 2013 include elements for pedestrians or bicyclists, such as sidewalks and ramps, pedestrian signals, push buttons, signs, and pedestrian/bicycle trails. The total dollars being expended for these items is approximately \$14.3 million, which is approximately 4.8% 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.</p>
Mean Distance Between Failures (Miles) - Locomotives	29,163	CY13-Q4	35,000		<p>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. When the project is completed at the end of 2014 or early 2015, a positive trend should result going forward.</p>
Mean Distance Between Failures (Miles) - Coaches	361,146	CY13-Q4	290,000		<p>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, and is expected to continue.</p>
Mean Distance Between Failures (Miles) - Electric Multiple Unit (EMU) M2	68,128	CY13-Q4	80,000		<p>MDBF for the fleet of M2 EMU's on the New Haven Line fell short of the target this quarter. This trend is in a positive direction. By the end of the 2nd quarter of 2014 all M2 EMU coaches will be retired.</p>



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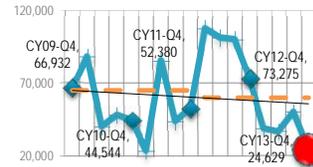
Performance Measure	Result	Period	Target	Trend / Score	Analysis of Trend
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Mean Distance Between Failures (Miles) - Electric Multiple Unit (EMU) M4

24,629

CY13-Q4

60,000



▲ Preferred Trend

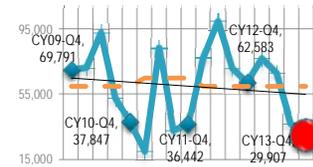
MDBF for the fleet of M4 EMU's on the New Haven Line fell short of the target this quarter. The overall trend is continuing in a negative direction. By the end of the 2nd quarter of 2014 all M4 EMU coaches will be retired.

Mean Distance Between Failures (Miles) - Electric Multiple Unit (EMU) M6

29,907

CY13-Q4

60,000



▲ Preferred Trend

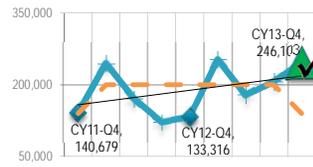
MDBF for the fleet of M6 EMU's on the New Haven Line fell below the target this quarter. The overall trend is continuing in a negative direction. By the end of the 2nd quarter of 2014 all M6 EMU coaches will be retired.

Mean Distance Between Failures (Miles) - Electric Multiple Unit (EMU) M8

246,103

CY13-Q4

140,000



▲ Preferred Trend

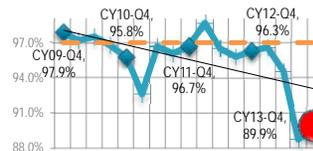
Three hundred and twelve (312) M8 rail cars have been delivered with 292 tested, accepted and deployed in New Haven Line service (as of the end of December 2013). The remaining 68 are anticipated to be delivered by the end of 2014. An additional 25 will be delivered periodically through 2015. (Connecticut will own 274 of the M8 fleet). The investment program began in 2009 when 405 cars were ordered. Deliveries continue at the rate of about 10 per month. The MDBF for the M8 fleet has met the target for this quarter and continues to trend in a positive direction which is anticipated to continue with the expanding M8 fleet.

Percent of Rail On-Time Performance (OTP)-New Haven Line (NHL)

89.9%

CY13-Q4

97%



▲ Preferred Trend

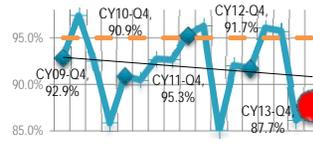
This quarter the New Haven Line OTP fell short of the target. The trend over the last 5 years has been moving in the negative direction. Infrastructure issues, speed restrictions and track outages due to capital projects have caused a negative trend. The NHL remains one of the most reliable heavy-rail commuter services in the U.S.

Percent of Rail On-Time Performance (OTP)-Shore Line East (SLE)

87.7%

CY13-Q4

95%



▲ Preferred Trend

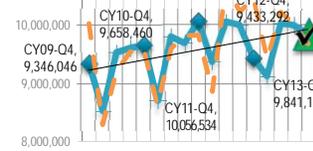
This quarter the OTP for the Shore Line East fell below the target of 95%. The trend over the last 5 years has been moving in the negative direction.

Number of Rail Passengers New Haven Line (NHL)

9,841,195

CY13-Q4

9,685,473



▲ Preferred Trend

Ridership on the New Haven Line this quarter meet the calculated target and the trend over the last 5 years is moving in the positive direction. This positive trend should continue with ongoing improvements to the economy.



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Number of Rail Passengers Shore Line East(SLE)	164,698	CY13-Q4	152,533		<p>▲ Preferred Trend</p> <p>Ridership on the Shore Line East this quarter meet the calculated target and was slightly higher than the result for the same quarter last year. The trend over the last 5 years is moving in the positive direction. Service improvements in the 4th quarter have helped to continue the trend in the positive direction.</p>
Average Miles Between Road Calls (Bus)	14,805	CY13-Q3	5,000		<p>▲ Preferred Trend</p> <p>Not enough data available to determine realistic target due to change in FTA definition issued in February.</p>
Average Age of Bus Fleet (State)	6.1	CY12	6		<p>▼ Preferred Trend</p> <p>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</p>
Average Age of Bus Fleet (Transit Districts)	8.4	CY12	6		<p>▼ Preferred Trend</p> <p>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.</p>
Number of CTTransit Passenger Trips	7,163,959	CY13-Q3	6,250,000		<p>▲ Preferred Trend</p> <p>Ridership continues to show a steady increase.</p>
Percent of Agreements Executed in Under 60 Days	24.39%	FY14-Q2	100%		<p>▲ Preferred Trend</p> <p>Decreased percentage done in less than 60 days, due to towns returning Master Municipal Agreements that have been outstanding. Also, more leases were executed relative to other type agreements. Leases take longer than most other types of agreements.</p>



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Percent of Construction Contracts Awarded within 60 Days of Bid Opening	100.0%	FY14-Q2	100%		<p>▲ Preferred Trend</p> <p>For the 4th quarter reporting period for CY 2013, 17 of 17 Construction Contracts were awarded within 60 days of bid opening. Timely execution of contracts is critical to ensure a safe and efficient infrastructure for the traveling public and quickly disbursing contract funds minimizes overall project costs. Current data indicates a positive trend to continue.</p>
Number of Project Closeouts (FY)	299	FY14-YTD	300		<p>▲ Preferred Trend</p> <p>The Department is moving forward and making significant progress with the Project Closeout and Final Voucher Initiative. In the second quarter of SFY 2014, 123 projects have been closed. For SFY 2014 the goal remains at 300 and we continue to decrease the backlog. We have 70 Final Vouchers proceeding through the closeout process from the 144 assigned for Final Voucher preparation.</p>
Percent of Construction Contracts Completed within Budget	67%	CY13-Q4	Increase Percentage		<p>▲ Preferred Trend</p> <p>In the 4th Quarter of CY 2013, 27 projects were completed, with 67% being completed within budget. The target is to increase the percentage by minimizing cost overruns on contracts by being proactive in design phase reviews to address constructibility issues, and to encourage contractor's innovative ideas and value engineering</p>
Percent of Construction Contracts Completed on Time	52%	CY13-Q4	Increase Percentage		<p>▲ Preferred Trend</p> <p>In the 4th Quarter of CY 2013, 27 projects were completed, with 52% being completed on time. The target is to increase the percentage by reducing time overruns by improving coordination of contract activities, utility relocation efforts, and timely communication with various stakeholders; by closely monitoring construction activities schedules and addressing issues in a timely manner.</p>