

DATE: January 3, 2013
TO: Mayor & Councilmembers
FROM: Darin Atteberry
RE: FYI

/du

From: Drumm - CDOT, Angie [mailto:angie.drumm@state.co.us]
Sent: Friday, December 21, 2012 10:24 AM
Subject: CDOT Engineering Region Boundary Changes

All,

Please find attached the Policy Brief and related materials outlining the decision regarding the CDOT Engineering Region Boundary Changes.

Thank you,
Angie

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**Please Note: As of October 8, 2012 my email changed to Angie.Drumm@state.co.us Please update your address book accordingly. Thank you!*



Policy Brief

COLORADO DEPARTMENT OF TRANSPORTATION
Office of Policy & Government Relations
4201 East Arkansas Avenue, Room 275
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December 21, 2012

CDOT ENGINEERING REGION BOUNDARY CHANGES

Summary

In an effort to enhance customer service, CDOT has decided to modify the engineering regions. The new region boundaries are based mainly on county boundaries and will reduce the number of regions from six to five effective July 1, 2013. Over the next few months, CDOT will develop a transition plan and finalize details so any changes to our external and internal stakeholders are as seamless as possible.

Background

In October, CDOT introduced proposed changes to the CDOT engineering region boundaries and solicited feedback from CDOT employees as well as stakeholders in the planning regions, cities and counties. After receiving feedback and analyzing the various options, CDOT has decided to modify the regions based mainly on county boundaries and reduce the number of regions from six to five effective July 1, 2013. To help slowly begin the transition, Tony DeVito will become the Acting Region Transportation Director (RTD) for Region 6 starting January 2nd, 2013 while still serving as RTD for Region 1 and become the RTD of the new region effective July 1, 2013.

The boundary changes were primarily pursued in an effort to enhance customer service by:

- Better aligning of regions with county boundaries allowing the counties to coordinate with only one region, rather than two or sometimes even three.
- Better aligning of regions with Transportation Planning Regions (TPRs) where appropriate.
- Creating “one stop shopping” for many more local governments and transportation stakeholders as well as some internal CDOT offices.
- Simplifying highway responsibilities in the Denver metro area and better aligning engineering and maintenance boundaries in other areas.

Changes to Engineering Region Boundaries

The major changes to the boundaries are:







- Region 6 and a portion of Region 1 will be combined into a new region and will include:
 - All of Adams, Arapahoe, Clear Creek, Denver, Douglas, Gilpin and Jefferson Counties.
 - The majority of Broomfield County with the exception of a small portion north of SH 7, which will remain in Region 4.
 - The US 36 corridor between I-25 and Baseline Road in Boulder.
 - The Eisenhower Johnson Memorial Tunnel.
- Summit County will move from Region 1 to Region 3
- All engineering and maintenance in Park County to Region 2.
- All of Cheyenne, Elbert, Kit Carson and Lincoln counties will move from Region 1 to Region 4.

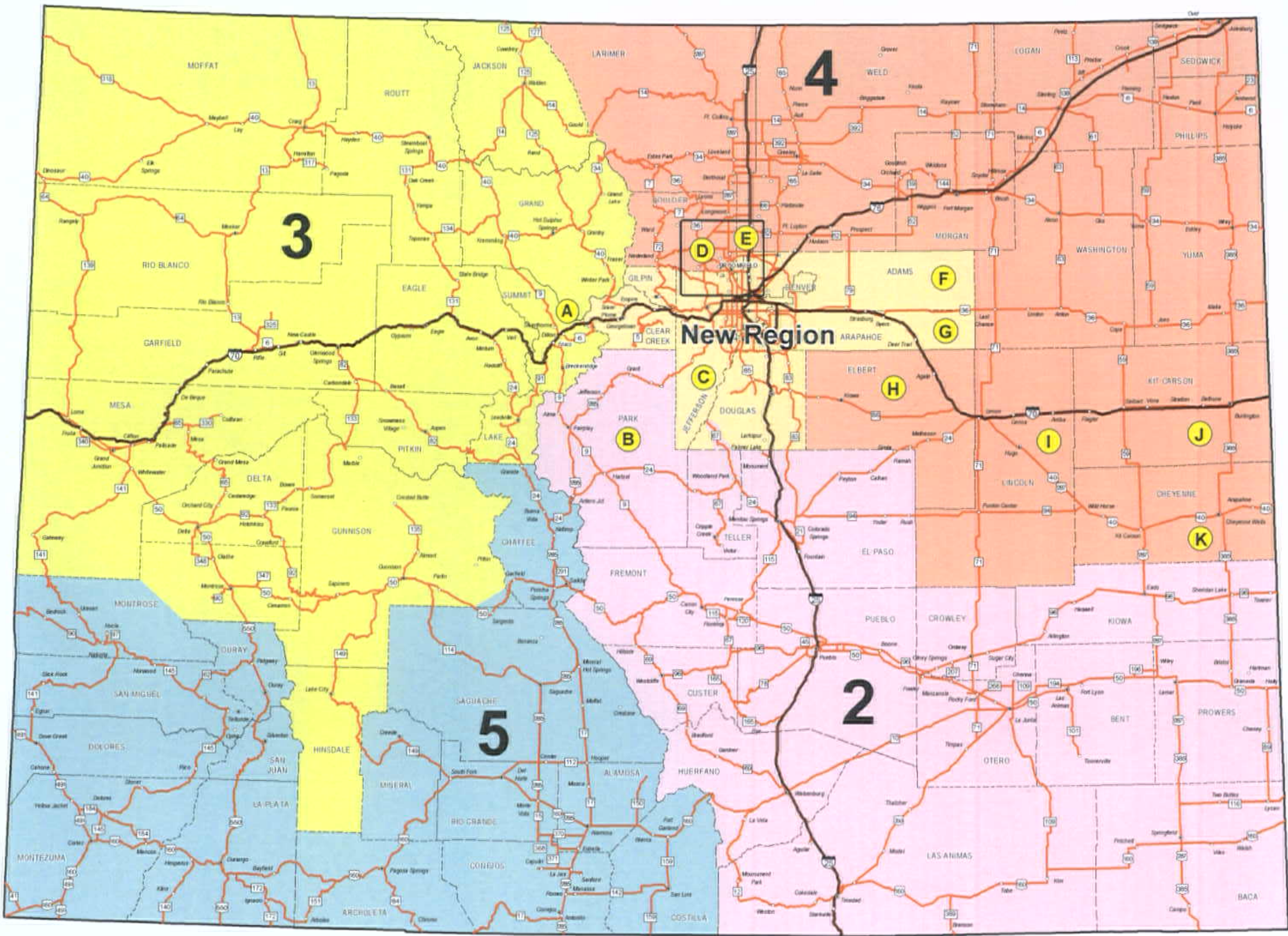
As discussions continue, minor exceptions may emerge within a county, such as State Highway 67 in Douglas County, where it may make better sense for another region to have responsibility for a particular highway or segment of highway.

Over the next few months, CDOT will develop a transition plan and finalize details so any changes to our external and internal stakeholders are as seamless as possible.

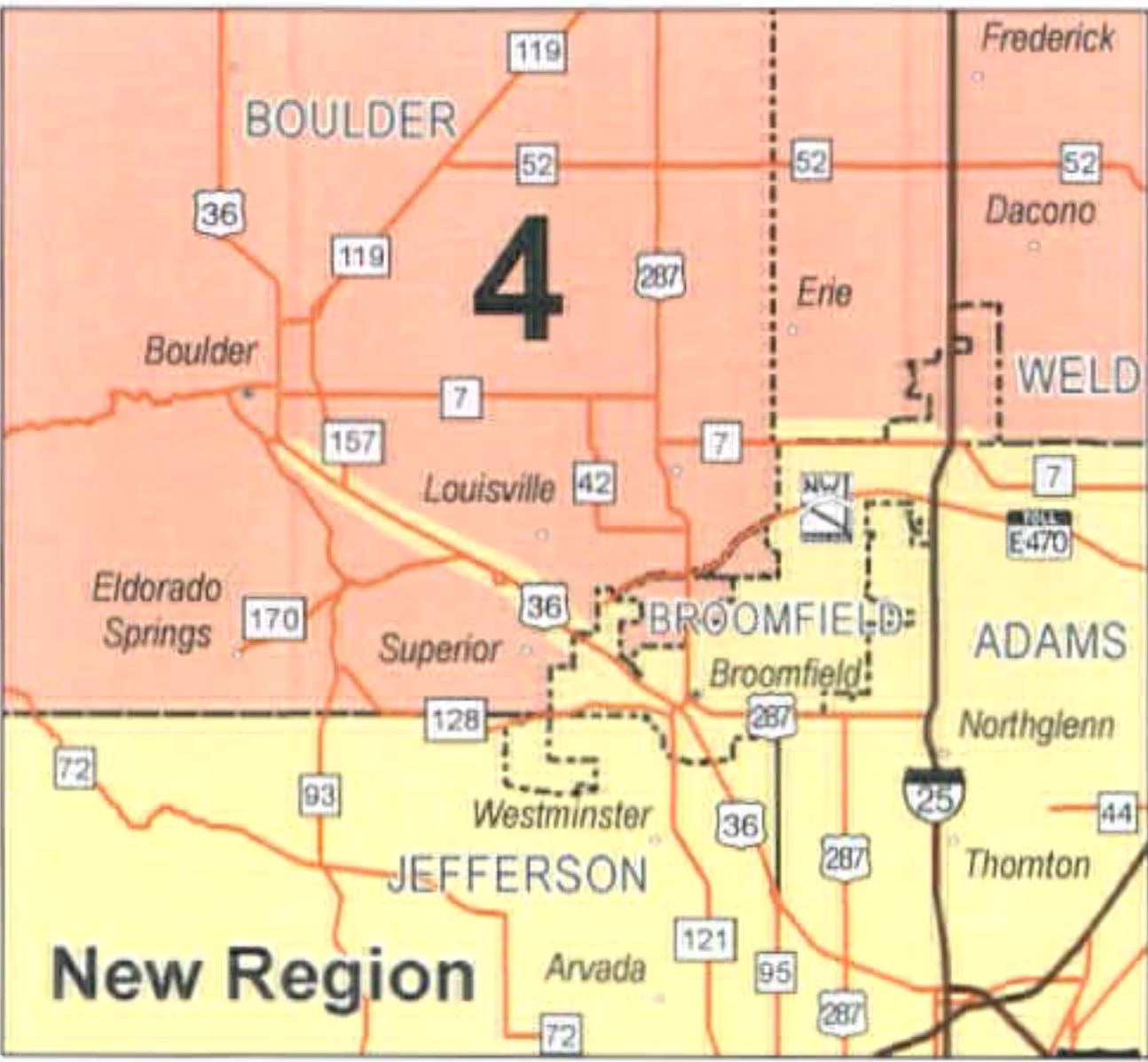
Attachments: Map of CDOT Engineering Regions, Frequently Asked Questions

CDOT Proposed Engineering Regions

-  Toll Road
-  Interstate Highways
-  U.S. Highways
-  State Highways
-  County Seat
-  Cities and Towns



Boulder/Broomfield North Denver Metro Area



Data Source: CDOT 2012
Published: December 19, 2012

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

- A** Summit County moves from Region 1 to Region 3. Eisenhower/Johnson Tunnel is entirely in New Region.
- B** All engineering and maintenance of Park County to Region 2.
- C** All of Jefferson County will be in New Region.
- D** All of Boulder County will be in Region 4, with the exception of the US 36 corridor (south of Baseline Rd.) which will move to New Region.
- E** Majority of Broomfield County in New Region with the exception of a small portion north of SH 7 (see inset) remains in Region 4.
- F** All of Adams County will be in New Region.
- G** All of Arapahoe County will be in New Region.
- H** All of Elbert County will move from Region 1 to Region 4.
- I** All of Lincoln County will move from Region 1 to Region 4.
- J** All of Kit Carson County will move from Region 1 to Region 4.
- K** All of Cheyenne County will move from Region 1 to Region 4.



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CDOT Engineering Region Boundary Changes Frequently Asked Questions

Tell me again, why are we doing this?

The intent of the changes to CDOT Engineering Region boundaries is to enhance customer service. While recognizing there are many details to work through, benefits include:

- Better aligning of regions with county boundaries allowing the counties to coordinate with only one region, rather than two or sometimes even three.
- Better aligning of regions with Transportation Planning Regions (TPRs) where appropriate.
- Creating “one stop shopping” for many more local governments and transportation stakeholders as well as some internal CDOT offices.
- Simplifying highway responsibilities in the Denver metro area and better aligning engineering and maintenance boundaries in other areas.
- Potential for increased diversity in assignments for CDOT staff.

Is this proposal being driven by the Governor’s office?

No, this idea was generated within CDOT and the Chief Engineer made the final decision.

When will all of the details be finalized?

In order to align the new region boundaries with SAP by July 1st, a transition plan needs to be completed by spring 2013.

When can the Regions begin coordination with the new counties and municipalities?

The Regions are encouraged to begin coordination prior to the transition on July 1st. Each Region will likely develop its own outreach plan.

When can the Region begin outreach to the affected employees?

The Regions are encouraged to begin meeting at the start of the New Year in order to develop a plan by spring to help ensure a seamless transition by July 1st.

How will the boundary changes impact regional funding?

CDOT’s proposal is solely intended to improve customer service and efficiency. Specific to funding:

- Overall funding is not affected by this reorganization.
- For Fiscal Year 2013, no budgetary changes will occur.
- For Fiscal Year 2014, funds will have to be reconciled across regions to be budget neutral.
- Funding for the operation of Metropolitan Planning Organizations and Transportation Planning Regions is not affected.
- Historic funding levels for maintenance are, and will continue to be, tied to roadway segments and not to specific CDOT regions.

With or without regional boundary changes, the State Transportation Commission will begin a process early in 2013 to reevaluate Resource Allocation for Fiscal Years 2015 and beyond. Resource Allocation is the process used to distribute estimated revenues to CDOT programs over a multiple-year period. This reevaluation is intended to align with new federal transportation legislation (MAP-21) and state priorities. These discussions will happen in full cooperation with all of our partners and is entirely separate from the proposed boundary changes.

For the counties and municipalities that are moving regions, what happens to projects that are planned for and in the STIP?

This change by itself does not eliminate any projects.

I don't understand what the problem is with the existing boundaries – were the regions not doing an excellent and timely job?

The proposed changes are not a criticism of historical or current services. The changes came from a realization that there is often confusion or some loss of efficiency in delivery of services. Times have changed and business needs change over time. The proposed realignment would simplify highway responsibilities in metro Denver area, eliminate uncertainty on Region boundaries, and promote more effective communication between CDOT and some of our local government agencies.

How will the new region boundaries impact the maintenance sections?

At this time, we have not worked out all of the details for the maintenance sections, but we do know that employees will continue to report to their existing locations. In the coming months, we will hold workshops with the maintenance superintendents to finalize the details.