

MEMORANDUM

**DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION DEVELOPMENT**
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DATE: December 7, 2012
TO: Statewide Plan Committee of the Transportation Commission
FROM: Debra Perkins-Smith, Division of Transportation Director
SUBJECT: Setting Priorities Research Information

Purpose

At the September meeting of the Statewide Plan (SWP) Committee, Committee members asked that staff conduct research on how other State DOT's set priorities and how resources are allocated to achieve those priorities. This memorandum and the attached information were developed in response to that request.

Action Requested

Feedback to staff on Committee areas of interest for in depth investigation. Information intended to support future decision making.

Background

Selection of DOT research candidates was based on the desire to obtain information on a broad range of models, some more progressive and sophisticated than others. Research was conducted by contacting senior planning managers/staff by phone or e-mail with a list of questions or in some cases independent research of DOT web sites was conducted. Initially ten State DOTs were evaluated. The list was then narrowed down as information was collected and evaluated.

Two State DOTs that were evaluated in detail include Florida and Washington State. However, their processes are rather progressive, multi-layered and complex. It was decided to keep them on the list, but discuss them at a high level. Additional detailed information is available upon Committee request.

RESEARCH INFORMATION & DOCUMENTATION

Attached to this memo are two documents.

Attachment A is the **Key Highlights of Setting Priorities Research**. For the ease and convenience of the committee members, staff extrapolated from the in-depth research information items that we thought would be of interest to the committee.

Attachment B is the **State DOT Setting Priorities Matrix**. The matrix includes more detailed research information and provides greater explanation.

Staff Recommendations:

These areas are called out for further investigation by staff. Others may be added based on Committee discussions.

Innovative Public Involvement

1. Arizona DOT

In October 2012, ADOT Communications won awards for best interactive presentation, best external video and best blog. ADOT's interactive presentation (<http://youtu.be/NBoYhw2OZ50>) was a video which combined use of footage and graphics to explain how transportation is funded. The AZDOT Blog (<http://adotblog.blogspot.com/>), which was launched more than a year ago, gives people insight into how ADOT plans, builds and maintains the state transportation system.

2. Kansas DOT

Launched in 2009, the Kansas Transportation Online Community (KTOC) was a state-operated online community devoted to transportation issues. KTOC provided a platform on which to engage citizens directly. KTOC allowed users to launch discussion groups, post blogs and files, and leave comments. CDOT's Statewide Plan consultant team includes Julie Lorenz, the former KDOT Director of Public Affairs, who worked on this system.

Project Selection

1. Wisconsin DOT

Wisconsin DOT has weighted project selection criteria prioritizing economic considerations, funneling 40% of program dollars to projects that consider economic competitiveness of existing business, attractiveness to new business, and routes that provide connections. In addition, a community input factor is considered and represents 10% of the weighting for projects.

2. Kansas DOT

The Kansas Department of Transportation (KDOT) maintains a statewide list of "pool" projects with ongoing design that are prioritized and available if discretionary unanticipated funds are identified. This allows them to move quickly if additional funding is realized.

Priority Corridors

1. Florida DOT

The Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS) program was established by state law in 2003 to enhance economic competitiveness. These corridors are monitored for progress, and reports are produced annually. FDOT also has a variety of planning horizons (10-year, 20-year and 50-year). Elements of this system may be transferable to other state plans.