



**COLORADO**

Department of Transportation

# Colorado Scenic & Historic Byways

November 2020



# What is a Scenic Byway?





# CO Scenic and Historic Byways

History 1989 - 2020

30 Years of  
Scenic Vistas & History One Mile at a Time





# Transportation & Tourism



*"I hope...our planners and builders will remember that highway beautification is more than a matter of planting trees and setting aside scenic areas. The roads themselves must reflect, in location and design, increased respect for the natural and social integrity and unity of the landscape and communities through which they pass."*

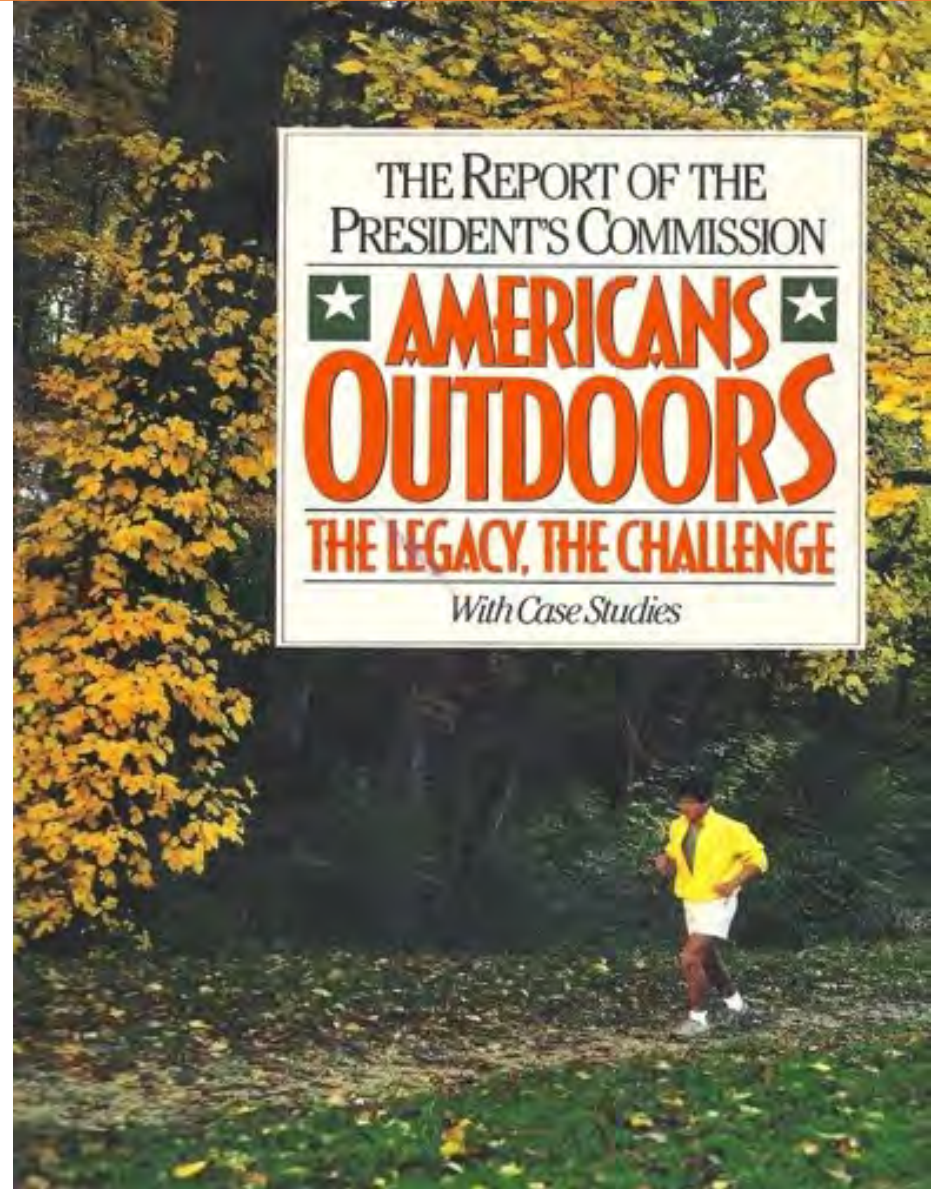
February 8, 1965,  
President Lyndon B. Johnson



# Transportation & Recreation

1952 - 2019

- 1952 - Mission 66 included parkways
- 1958 - 1962 Outdoor Recreation Resources Review Commission
- 1964 - Recreation Advisory Council > Scenic Roads & Parkways
- 1966 - Scenic Roads & Parkways Study by the Dept. of Commerce
- 1967 - FHWA opened
- 1983 - ORRRC revisited 1962 Report
- 1987 - America's Outdoors Report
- 1987 - National Forest Scenic Byways
- 1989 - BLM Back Country Byways
- 1992 - FHWA National Scenic Byways
- 2019 - Reviving America's Scenic Byways Act of 2019





# Transportation & Recreation 1952 - 1962

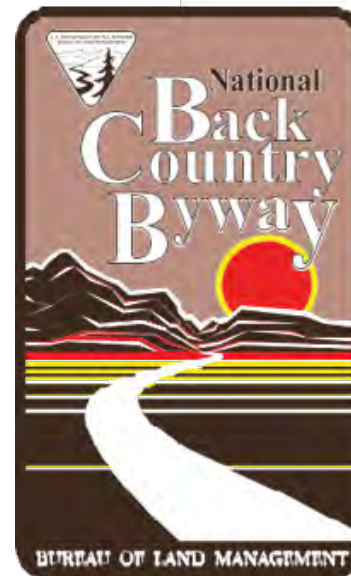


*Driving and walking for pleasure, swimming, and picnicking lead the list of the outdoor activities in which Americans participate, and driving for pleasure is most popular of all.*



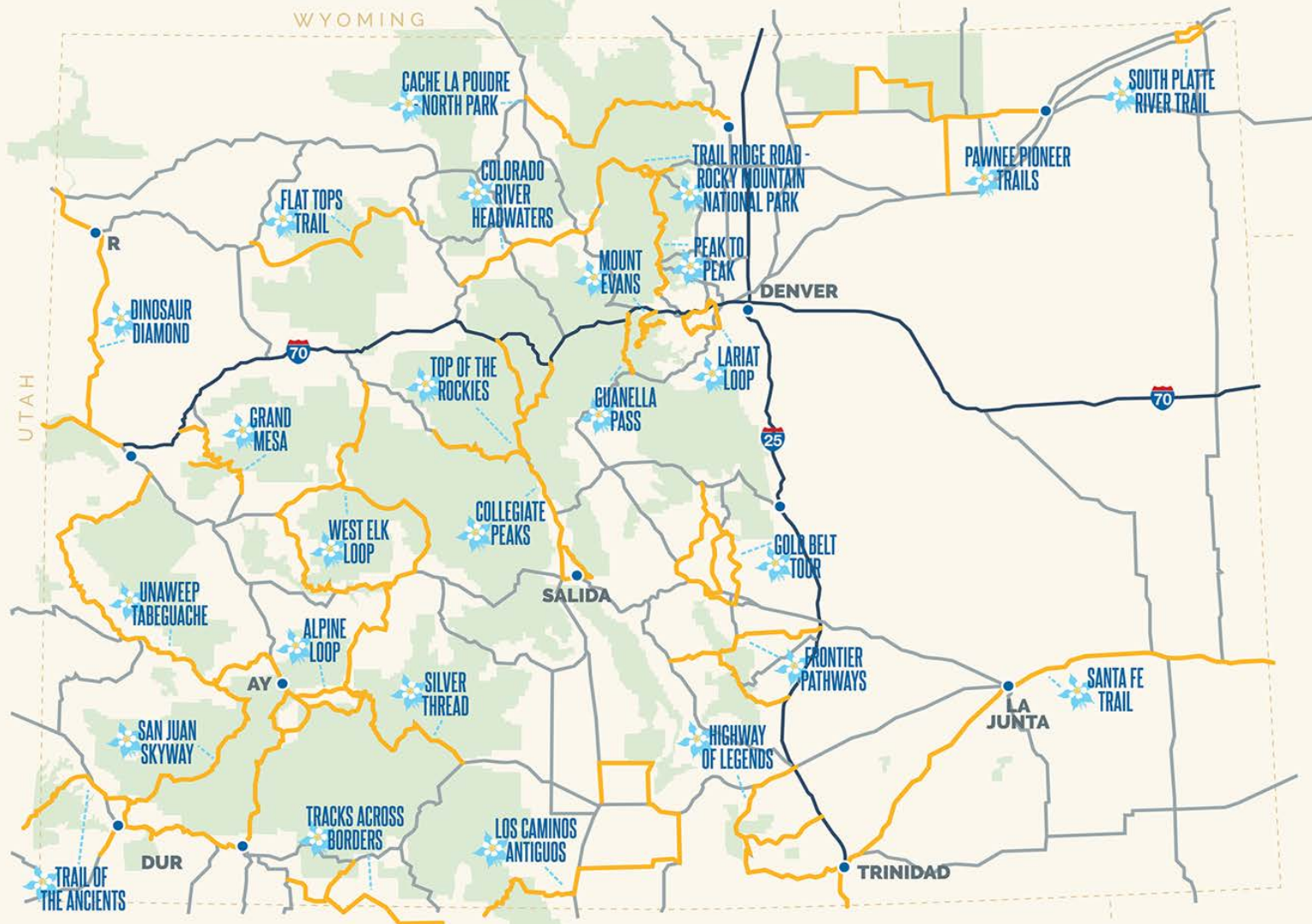
# Colorado's Byways

- 26 Colorado Scenic and Historic Byways
- 11 National Scenic Byways
- 10 National Forest Scenic Byways
- 2 BLM Backcountry Byways





# Colorado's Byways







# Six Intrinsic Qualities

## LAND

- Scenic
- Natural
- Recreational

## PEOPLE

- Archaeological
- Cultural
- Historic





# Economic Data Analysis 2016

**DIRECT IMPACT**

**\$2.25B**

**INDIRECT IMPACT**

**\$2.55B**

**TOTAL IMPACT**

**(2009-2014)**

**\$4.8B**





# CDOT's Role in the Byways

- **CDOT Byways Program Manager**
  - Technical Assistance & Support (Organization, Stakeholders, Corridor Management Plans, Annual Work Plans, Public Meetings, Training, Surveys)
  - Produce Colorado Byways Maps, Brochures, Rack Cards, Media
  - Facilitates state and national partnerships - OEDIT, DOLA, CTO, CPW, CCI, USFS, BLM, NSBF...
- **CDOT Regional Support** (environmental staff, landscape architects, historians, planners)
- **CDOT Traffic provides wayfinding signage** (Columbine signs)



# Byways Commission

- Governor-Appointed 15-member Commission
- Kathleen Bracke, Transportation Commission Representative
- Rebecca White, CDOT Ex-officio Member





# Looking to the Future: New National Designations

- 2019 Reviving America's Scenic Byways Act
- Call for National Designations (1st in 10 yrs)
- Applications:
  - Highway of Legends
  - Los Caminos Antiguos
  - Silver Thread
- Announced later this year





# Looking to the Future: Expanding Outreach Efforts

## PARTNERSHIPS

- New Visitor Website
- Leave No Trace
- Conservation
- Heritage Tourism
- Outdoor Recreation
- Mobile Audio Tours





# Photo Exhibit

- Denver Airport
- State Capitol
- History Colorado
- TBD - Colorado Springs Airport & State Fair 2021

**COLORADO CREATIVE INDUSTRIES**  
— ART EXHIBITION AT THE STATE CAPITOL —

*Colorado Scenic and Historic Byways*  
FEBRUARY 2019 – APRIL 2019

*Clockwise from top left: Lisa Ann Schwantes, Bear Creek Bridge-Red Mountain Peak; Dennis LeBlanc, Pioneer Pioneer Trail; Michael Underwood, Silver Thread; Arnaud Muller, Steel Bridge-Phantom Canyon*

This exhibition features photographs of all 26 of Colorado Scenic and Historic Byways. Colorado's Scenic Byways program protects and promotes roadways that offer recreational, educational, and economic benefits to Coloradans and visitors. These byways unite communities and the stories of their collective past. The byways are located in 48 of Colorado's 65 counties and provide access to eight National Forests and two National Grasslands; eight National

Monuments; two National Historic Sites; two National Heritage Areas; two National Wildlife Refuges; two National Recreation Areas; 13 National Recreation Trails; and four National Parks—Black Canyon of the Gunnison, Great Sand Dunes, Mesa Verde (a World Heritage Site), and Rocky Mountain National Park. Driving these byways, travelers can experience and be inspired by treasured places throughout the state.

**Creative Capitol**  
presented by Colorado Creative Industries

We are exhibition program. Creative Capitol celebrates Colorado artists by displaying creative art exhibitions at the State Capitol. Exhibitions are sponsored by Colorado Creative Industries, a division of the Office of Economic Development and International Trade. Colorado Creative Industries exists to leverage the opportunity for the creative sector to contribute economic development to Colorado. The mission of Colorado Creative Industries is to promote, support and expand the creative industries to drive Colorado's economic growth and enhance our quality of life. For more information, please visit [coloradocreativeindustries.org](http://coloradocreativeindustries.org).



# Looking to the Future: Electrifying the Byways

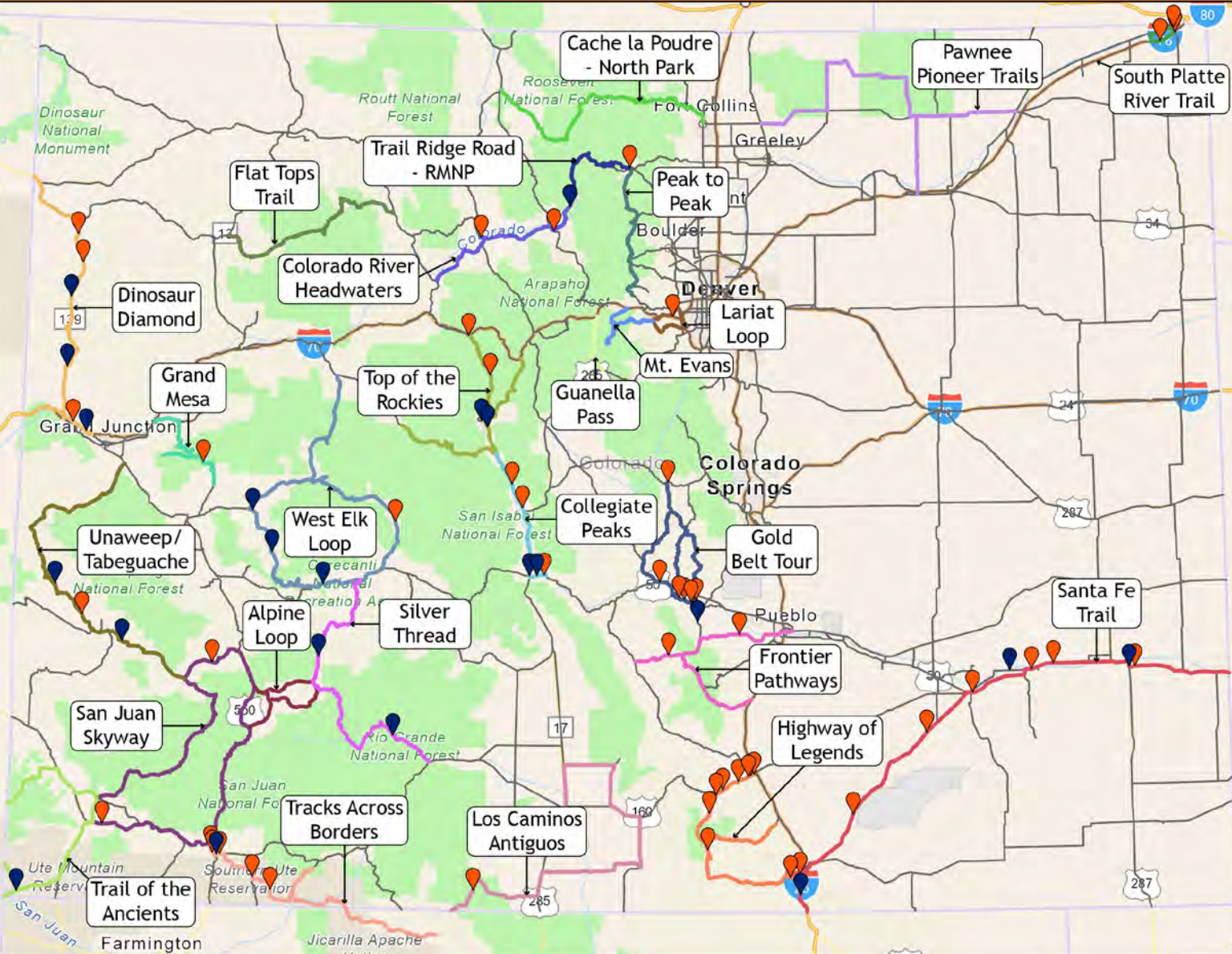
- Charge Ahead Grants
- Partnership between CDOT, CEO, CTO, DOLA Main Streets
- Electric Byways Toolkit
- Byways & State Parks
- Goal: 10 End Year FY21; 5 More End Year FY22







# Looking to the Future: 10 Year Project Pipeline



## Pipeline projects on Scenic & Historic Byways

- Pipeline Projects Years 1-4
- Pipeline Projects Years 5-10



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**Thank You!**

[www.codot.gov/travel/scenic-byways](http://www.codot.gov/travel/scenic-byways)

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DATE: November 13, 2020  
TO: Statewide Transportation Advisory Committee (STAC)  
FROM: Herman Stockinger, Deputy Director and Director of Policy  
Aaron Willis, Transportation Planner  
SUBJECT: Revision to the Interchange Approval Policy and Procedural Directive

### **Purpose**

CDOT's 1601 Interchange Approval Policy and Procedural Directive (PD) is the process to review and approve requests for new interchanges and major or minor improvements to existing interchanges on the state and federal-aid highway system. The policy integrates FHWA and CDOT environmental, access, permitting, and planning partner approval elements into one overarching process.

### **Action**

Staff is seeking comments from the STAC on the revised interchange approval PD.

### **Background**

CDOT's PD is intended to ensure the fair and consistent consideration of proposals for new and existing interchanges on a statewide basis. The PD was last updated in 2008 and since that time there have been updated FHWA policies and administrative updates that provide additional clarity and strengthen the process. The 1601 PD outlines the following types of interchange proposals and levels of approval:

- Type 1 – New interchanges on the interstate and freeway system. These are approved by the Transportation Commission.
- Type 2 – New interchanges on the remaining state highway system and modifications to existing interchanges. These are approved by the Chief Engineer or may be elevated to the Transportation Commission.
- Type 2a – Minor modifications to interchanges, which do not require a system level analysis. These can be delegated by the Chief Engineer for approval by the Regional Transportation Director.

### **Key Changes and Updates to the Policy Directive**

**Updated FHWA Interstate Access Request:** In May of 2017, FHWA issued a new policy for interstate access requests. This new policy replaces the old FHWA Colorado Division Guidance for the preparation of an interstate access request by CDOT staff. The revised FHWA policy is intended to streamline and eliminate duplicate documentation for FHWA interchange access approvals. The revised FHWA policy allows CDOT to submit a single technical report for FHWA approval.

Project Milestones: A discussion of project milestones has been included in the PD to help define significant progress.

IGA Requirements: Clarification that IGAs for Type 2a minor interchange improvements are developed at the discretion of the RTD.

Access Management Clarity: Additional emphasis is placed on the requirement that new interchanges have an Interchange Management Plan.

New Transportation Demand Management (TDM) Requirements: CDOT staff has developed a new TDM requirement that will apply to Type 1 and Type 2 interchange proposals to preserve the overall functionality and operability of the state highway system. TDM strategies would apply to Type 2 interchange modifications on interstate facilities. To this end, the procedural directive provides the applicant with a TDM scorecard and a target point system based on the type and location of the proposed improvement. CDOT staff and the applicant will decide on the proposed interchange type and location, which will determine the scoring range. CDOT developed the TDM scorecard based on the 2019 Statewide Transportation Demand Management Plan.

#### **Discussions with Local Governments on the Updated TDM Requirement**

Due to the addition of the TDM requirement, CDOT staff provided presentations and engaged in outreach discussions with the following MPOs and local governments to obtain input and better refine the draft TDM requirement section.

- Pueblo MPO Staff
- Pueblo MPO Technical Advisory Committee
- Grand Valley MPO Staff
- Pikes Peak MPO Staff
- North Front Range MPO Staff
- North Front Range Technical Advisory Committee
- DRCOG MPO Staff
- Metro Area Transportation Management Organizations and Associations
- City of Aurora
- City of Westminster

Following the November STAC meeting, staff is scheduling further conversations with local governments and other stakeholders in order to further refine the draft policy.

#### **Next Steps**

After the PD has been updated based on STAC and other stakeholder comments, staff will present the revised PD at the December or January Transportation Commission meeting for discussion purposes. Staff will also provide revised PD training to each region in the winter/spring timeframe.



**COLORADO**

Department of Transportation

# 1601 Interchange Approval Process

## Statewide Transportation Advisory Committee

### November 13, 2020



# What is Policy Directive (PD)1601

- The 1601 policy and procedural directive outline the guiding principals and steps necessary to approve a new interchange or interchange modification on the interstate, freeway, or state highway system.
- Applies to CDOT and Local applicants – applicants are responsible for interchange maintenance in perpetuity
- Each proposal is different based on the complexity of the project, thus a need for a consistent process



# Policy Directive (PD) 1601 Purpose

- Preserve the state highway system's LOS
- Ensure fair and consistent consideration of proposals for new & existing interchanges
- Have sufficient information for CDOT to make an informed decision
- Minimize duplicative analytical, regulatory, and procedural requirements



# Interchange Improvement Types

- Type 1 – New Interchanges on the Interstate and Freeway system
  - These are approved by the Transportation Commission (TC)
- Type 2 – New interchanges on the remaining state highway system and modifications to interchanges
  - These are approved by the Chief Engineer
- Type 2a – Minor modifications to interchanges, which do not require a system level analysis
  - These can be delegated by the Chief Engineer for approval to the Regional Transportation Director (RTD).





# 1601 Process Overview Steps

1. Notification by applicant
2. Pre-application meeting
3. Initial intergovernmental agreement (IGA)
4. Prepare a System Level Study (SLS)
5. CDOT Approval of SLS
6. Approval by MPO/TPR Board (consistent with constrained RTP and TIP)
7. Conceptual design and NEPA approval process
8. Final IGA



# Key Policy Changes

Key Revisions	Department Implications
<b>Updated FHWA Interstate Access Request</b>	Staff and applicant workload and cost benefit
<b>Project Milestones</b>	Additional clarity
<b>IGA Requirements</b>	Streamlined requirement for staff
<b>Access Management Clarity</b>	Strengthens the policy and addresses long-term system functionality
<b>TDM Requirement</b>	Transportation Demand Management / Traffic Reduction strategies are required for new Type 1 and Type 2 proposals



# Why a TDM Requirement?

- Preservation of new infrastructure investment
- Making new infrastructure ready for TDM strategies
- Early promotion of multimodal options
- GHG emissions reductions



# TDM Section Progress Key Elements

## TDM Section Purpose:

- Preserve the overall functionality and operability of the state highway system
- Applicant will use a TDM scorecard to hit target goals and develop a TDM project specific plan to include in the SLS

## TDM requirements apply to:

- Type 1: New interchange on the interstate
- Type 2: New interchange on the rest of the system
- Type 2: Interchange modifications on the interstate system
- Requirements do not apply to Type 2a interchange modifications

TDM commitments will be captured in the final IGA



- TDM strategies should result in:
  - a 3% or greater ADT reduction in MPO Areas
  - a 1% or greater ADT reduction outside MPO Areas
- The trip reduction goal applies to traffic volumes for the new interchange ramps as identified in the systems level study.
- The reduction threshold goal is calculated from the opening day of the new facility, or 5-years if the TDM strategies are implemented on a phased schedule



# TDM Exemption

- It is the discretion of the Chief Engineer as to if TDM strategies are required for interchange applications based on interchange function and existing TDM strategies:
- That determination will be made based on the following factors:
  - Access a freight transfer or intermodal station and TDM strategies would have minimal effectiveness on ADT at the proposed interchange location
  - functioning TDM strategies, capable of sufficiently reducing future traffic demand at the interchange location already in place



# TDM Improvement Scoring Range

Interchange Improvement Type	MPO Boundary Area / Rural Area	Scoring Range
Type 1 (New Interchange / Interstate System)	MPO Boundary Area	100-80
Type 1 (New Interchange / Interstate System)	Rural Area	80-60
Type 2 (New Interchange / State Highway System)	MPO Boundary Area	80-50
Type 2 (New Interchange / State Highway System)	Rural Area	60-40
Type 2 Modification (Interstate System)	MPO Boundary Area	70-50



# TDM Strategy Scorecard

TDM Strategies	Points
<b>Multimodal Hubs (With 2 or more transit services/multimodal options available)</b>	80
<b>Shuttles, feeders, and paratransit (public or privately operated)</b>	80
<b>Vanpool programs – (Applicant ensures funding for three years of operation )</b>	80
<b>Mixed-use/quality pedestrian environment improvements/transit-oriented development</b>	80
<b>Telecommuting program</b>	80
<b>Intercity transit</b>	80
<b>Comprehensive ITS Solution (ex. congestion-reducing adaptive signal optimization, connected vehicles, and transit signal priority, count Stations and CCTV cameras to monitor the traffic and safety of all modes)</b>	80





# TDM Strategy Scorecard (60-50 Points)

<b>TDM Strategies</b>	<b>Points</b>
<b>Parking management (located at business parks, commercial retail locations, or residential communities)</b>	60
<b>Bus only lanes, queue jumps, bus slip ramps</b>	60
<b>Local transit</b>	60
<b>Park-and-ride lots</b>	50
<b>Event-related TDM program (ex. Winter Bike to Work Day)</b>	50
<b>Ridesharing program</b>	50
<b>Creation of a TMO or TMA or financial participation in an existing TMO or TMA that would implement the TDM strategies</b>	50



# TDM Strategy Scorecard (50-40 Points)

TDM Strategies	Points
<b>School pool program (Both K-12 and Higher Education Location)</b>	50
<b>CAV Readiness Projects – Fiber network</b>	50
<b>ITS Projects (Ramp Metering)</b>	50
<b>Bicycle and pedestrian facilities (including infrastructures such as bike lanes, bike trails, multi-use trails, sidewalks, or a pedestrian overpass)</b>	40
<b>Regional ridesharing programs (including carpool matching)</b>	40
<b>Car-sharing</b>	40



# Project Specific TDM Plan

- The applicant is expected to put forth a good-faith effort in developing a project-specific TDM plan that includes the following elements:
  - Explanation of the strategies
  - How the strategies will function within the context of the proposed new interchange improvement
  - Implementation schedule
  - Ensure improvements do not detract or serve as a replacement from existing TDM strategies.



## Project Specific TDM Plan (2)

- Analysis of how the proposed TDM strategies will achieve the stated goal. This analysis can be performed through traffic modeling or a reasonable estimate developed by a traffic engineer.
- An estimated cost for the proposed TDM strategies.
- Marketing or promotion strategies for the proposed TDM improvements
- Discussion on TDM strategies during construction if appropriate
- Project evaluation



- Staff will continue to have discussions and seek input from our planning partners.
  - Discussions that have already taken place include:
    - Colorado MPOs
    - Metro Area TMA/TMOs
    - Cities of Aurora and Westminster
    - NFRMPO and Pueblo MPO Technical Advisory Committees
  - Upcoming discussions:
    - Jefferson and Douglas Counties
    - Consultants
    - Other local agencies and planning partners
  - Staff anticipates a discussion with the Commission in December or January.



Questions?



**COLORADO**

Department of Transportation

# Governor's Budget Proposal Overview

November 13, 2020



# Governor's FY21 Budget Proposal

## Key priorities to boost our economy and invest in our state's future:

1. Restoring major reductions made to key areas in FY 20-21 and ensuring essential services across government
2. Economic Stimulus that will bridge us to recovery and helps us build back stronger, investing in jobs and growth
3. Saving for the future

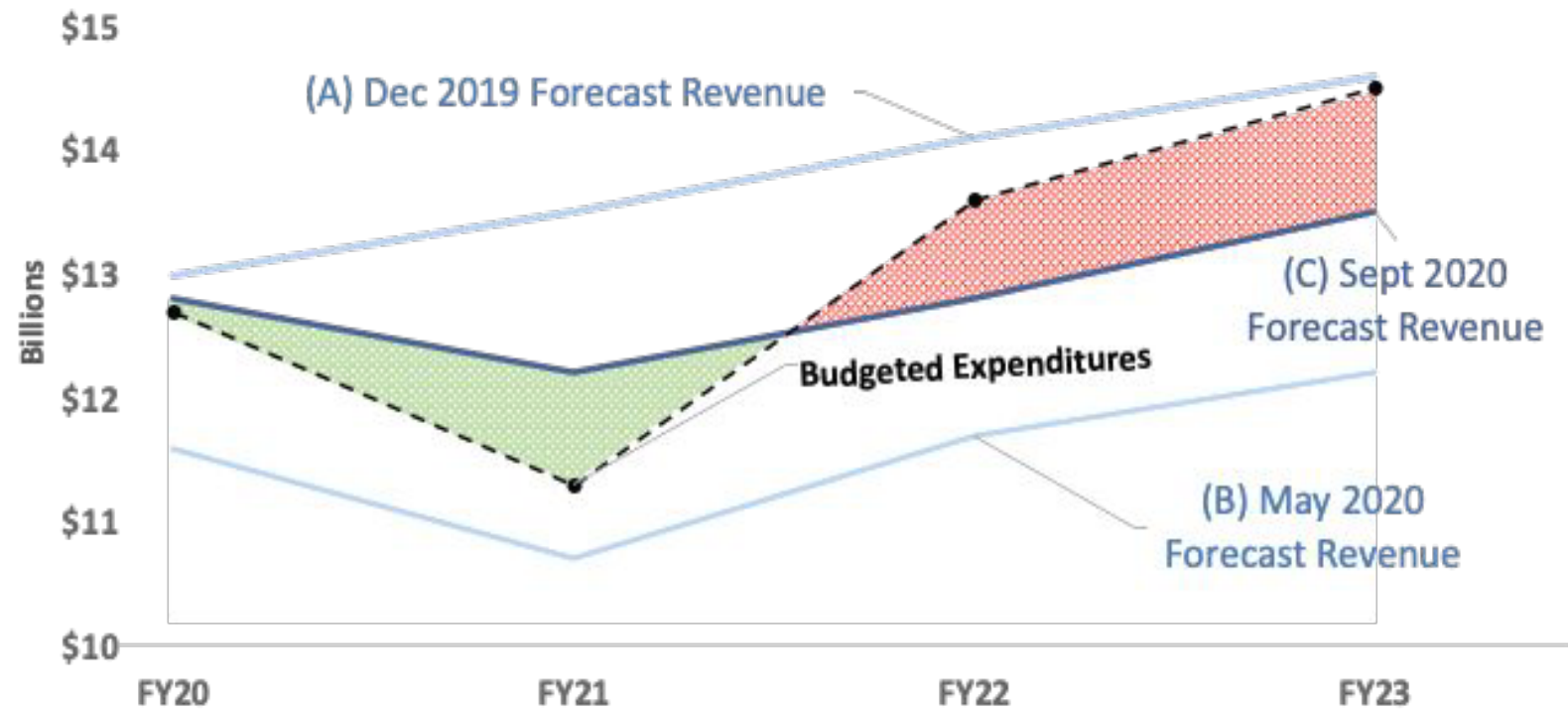
Economic Stimulus and Recovery Package (\$ in millions)		
Bridge to Recovery	Benefits for low- and mid-income earners with job loss	\$168
	Winter support for small businesses hit by capacity restrictions	\$105
	Housing and rental assistance, direct benefits	\$50
	Sustainability payments for early childhood centers during low capacity	\$50
Building Back Stronger	Create jobs by investing in shovel ready public works and infrastructure projects, including transportation, new "outdoor" economy	\$220
	Package of broadband investments for our new normal to give Colorado a competitive edge, including telehealth and education investments	\$160
	Upskilling and investment	\$140
	Strengthen wildfire response and reduce risks of climate change	\$78
	Investing in Behavioral Health, Promoting Social Equity, and Disease Response	\$38
	Capital	\$48
Other Stimulus in FY 2021-22 budget		\$23
Funding for one-time stimulus legislative priorities		\$200
<b>TOTAL</b>		<b>\$1,280</b>





# Statewide Budget Update

- Colorado's economy is improving but the forecast projects an annual operating deficit through FY23 (in red)
- One-time funds carried forward (in green) can be used to reduce deficits and stimulate the economy to help Colorado recover faster and better



\*Budgeted expenditures are actual through FY21 and estimated for FY22 and 23



# CDOT Budget Update

The Governor's budget includes **\$1.905B in total funds** for the department (-4.0% from FY20-21) and **\$0 General Fund**.

Protects funding for CDOT's highest priorities, including:

- **Whole System, Whole Safety** - improving safety of CO's transportation system
- **Clean Transportation** - reducing pollution and congestion on CO roads
- **Accountability and Transparency** - spending wisely and improving public access to project management and budget information
- **Asset Management** - Maintaining the core needs of our infrastructure assets

The Governor's budget also includes **\$200M in one-time stimulus funding**.



# \$200M in One-Time Stimulus Funding

## \$130M for Shovel-Ready Infrastructure Projects

- Sticking to our Ten Year Plan
- Improvements across the state, from rural roads to congested urban arterials
- Creating jobs that pay a living wage, with low barrier to entry, statewide

## \$70M for Revitalizing Main Streets & Safer Main Streets Grant Programs

- Funds that go directly to localities, creating open spaces for multimodal connectivity, community activities, and economic development
- Expansion statewide of Denver-area Safer Main Streets to improve safety on critical corridors



Questions?