



TRANSPORTATION NEWSLETTER

DATE: SEPTEMBER 2020

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Reminders

SAFE ROUTES TO SCHOOL

Applications are due November 4. Projects to be awarded in late March 2021. CDOT's website has additional information. <https://www.codot.gov/programs/bikeped/safe-routes/grantapplication>

STAC Bylaws Subcommittee Report – Heather Sloop, Northwest TPR

SUBJECT: Revisions to the STAC Bylaws Purpose This memo provides recommendations on the substantive revisions to the current STAC Bylaws following an initial discussion by the entire STAC in August 2020. Action After a comprehensive review of the existing Bylaws and discussion at the August STAC meeting, the Bylaws Subcommittee is requesting action on two remaining substantive revisions by the full STAC ahead of Bylaw's adoption at the October 2020 STAC meeting. Background A STAC subcommittee, composed of members from both urban and rural areas, was formed to revise and update the existing STAC Bylaws. Following the discussion by the full STAC at the August meeting, the subcommittee reconvened to discuss two critical articles contained in the Bylaws. Members of the STAC also filled out an online survey to help the subcommittee to reach a consensus on how STAC officers are selected and the distribution of meeting materials. Details Options for STAC Officers Selection The Bylaws subcommittee discussed several options for how to select the Chairperson and the Vice Chairperson positions. The subcommittee also solicited the opinions of the entire STAC through an online survey. Below are the results of that survey:

Options Percentage Responses Option 1: (No change) The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. Their term of office shall begin upon adjournment of the regular meeting during which the election took place.

Option 2: (Term Limits) Officers would serve a term of 2 years for a maximum of two consecutive two-year terms. A period of two consecutive years would pass before elected officers would be eligible again.

Option 3: (Rotation) Officers would be selected among the TPRs and MPOs within a CDOT engineering region based on a rotation table.

Distribution of Meeting Materials The subcommittee also considered what it the correct amount of time needed to fulfill the STAC's duty in advising the Transportation Commission. Below are the results from the distribution of meeting materials question: **Options Percentage Responses**

Option 1: STAC will approve the agenda at the beginning of each meeting.

Option 2: Meeting materials will be sent at least one week in advance and action items will be sent two weeks in advance. If action items are provided one week in advance, those items must meet a 2/3 majority to be placed on the agenda for consideration.

Option 3: (No change) Meeting materials will be sent at least two weeks in advance.

Option 4: (Current Practice) Meeting materials will be sent at least one week in advance.

After reviewing the opinions of STAC members and discussing existing staff deadlines required to provide materials to the Transportation Commission, the subcommittee developed the following recommendations:

- Distribution of Meeting Materials: STAC meeting materials will be provided one week before the meeting. Emergency agenda items may be considered with a majority vote of the STAC members.
- Election of Officers: A full vote on the aforementioned options should be taken to resolve the issue of STAC officer selection.

STAC comments:

STAC supported the subcommittee recommendation to allow emergency additions to the agenda with majority STAC vote. Consensus was on Officers to eliminate Option 3 and decide upon Options 1 and 2 in October. The subcommittee will draft Bylaws to include a provision for emergency additions to the agenda and for Chair term limits of two 1-year terms.

Next Steps:

Upon resolution of these two outstanding issues, the subcommittee would recommend STAC action on the revised bylaws at the October 2020 meeting.

Greenhouse Gas (GHG) Roadmap Process - Will Toor, Colorado Energy Office (CEO) and Clay Clarke, Colorado Department of Public Health & Environment (CDPHE)

a) STAC received background and overview of the Governor's GHG Roadmap to attain Colorado's GHG reduction targets

b) The draft GHG Roadmap is anticipated to be released for public review and comment in October and finalized in November.

STAC Discussion:

Discussion centered largely around the cost of climate change versus the full cost to implement and maintain the alternative solutions and infrastructure necessary to meet the GHG goals. Some asked whether the State's GHG reduction planning accounted for the full cost of climate change, citing ongoing expenses on roadways and bridges due to the 2013 flood and accelerated degradation of road surfaces caused by increased temperature extremes. CDOT's resiliency planning is developing benefit/cost models to demonstrate the broad expense of roadway impacts versus the cost to implement the improvements needed to ensure resiliency and redundancy in the transportation system. Other STAC members questioned whether the GHG reduction plans

properly reflect the cost to implement, such as the lifecycle costs of wind and solar energy infrastructure. The State reported that while the cost of alternative wind and solar solutions have steadily decreased, implementation plans developed by Xcel and TriState energy companies and approved by the Public Utilities Commission (PUC) have shown a slight net cost benefit to individual consumers/users and only minimal cost impacts as we near GHG reduction levels of 80% or more. Some contended, however, that the full cost of energy grid modifications to carry energy from disbursed wind and solar farms is not accurately reflected.

Update on Current Events – Herman Stockinger

a)The PD1601 item was removed from today’s agenda to allow for additional outreach over the next month before review by STAC in October.

b)Wildfire update: The Cameron Peak Fire is currently at 102,000 acres, Pine Gulch is at 139,000 acres, Williams Fork is at 12,000 acres; the Grizzly Creek Fire at 32,000 acres has been declared a Natural Disaster, allowing CDOT to seek reimbursement for expenses due to the event, which is estimated at \$10 million. CDOT’s Chief Engineer is preparing to send a letter to FHWA requesting that reimbursement. None of the other wildfires have caused CDOT’s expenses to go above the \$750,000 threshold required to be able to seek reimbursement.

c) There are a number of staff and leadership changes to report:

- i)Transportation Commission (TC) member Irv Halter, who represents Region 9 including Park, Teller, El Paso and Fremont counties, is moving out of state. CDOT will begin the process to replace him.
- ii) Sophie Shulman is departing CDOT; her interim replacement is Kay Kelly from the CEO office.
- iii) Chief Engineer Steve Harelson is filling a new Deputy Chief Engineer position. This is not a new FTE for CDOT, but is a new position in his office; We expect an announcement of the selected candidate next week.
- iv) Charles Meyer, Traffic & Safety Engineering Manager has retired; We will hold off posting his position until after the new Deputy Chief Engineer is on board.
- v) Jane Fisher, Manager of Project Management Office, has taken a position at the City and County of Denver; her position will also be filled after the Deputy Chief Engineer takes office.
- vi) Office of Policy and Government Relations (OPGR) Local Liaison Eric Richardson is moving to Iowa; Julie George and Jamie Grimm are helping out in his areas until we fill the position.
- vii) Multimodal Planning Branch Manager, Tim Kirby, has accepted a position outside of CDOT; today is his last day.

Transportation TPR Meeting
NEXT MEETING NOTICE TPR meeting October 1, 2020
Region 10 at 10am to Noon
Video Conference Only