



COLORADO
Department of Transportation

Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **in person** at CDOT Headquarters

2829 W. Howard Place, Denver CO 80204

October 3, 2024 from 8:30 AM to 11:30 AM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30-8:35	Welcome and Introductions	Vince Rogalski, STAC Chair
8:35-8:40	Approval of the September Meeting Minutes	Vince Rogalski, STAC Chair
8:40-8:50	Transportation Commission Report (Informational Update)	Vince Rogalski, STAC Chair
8:50-9:15	STAC Election of Officers (Action Item)	Darius Pakbaz, Director, Division of Transportation Development
9:15-9:45	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:45-9:55	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:55-10:05	Break	
10:05-10:25	Strategic Highway Safety Plan Update	Melodie Clayton, Traffic Safety and Engineering Services
10:25-11:15	2050 Statewide Plan Update (Informational Update) <ul style="list-style-type: none">• 2050 Revenue Projections	Jeff Sudmeier, Chief Financial Officer
11:15-11:30	Other Business	Vince Rogalski, STAC Chair

STAC Website: <https://www.codot.gov/programs/planning/planning-partners/stac.html>

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: Thursday, September 5, 2024; 8:30 a.m. - 12:00 p.m.

Attendance:

Denver Area: Ron Papsdorf, Greg Mills, and Steve O'Dorisio
Central Front Range: Dick Elsner and Dwayne McFall
Eastern: Gary Beedy
Grand Valley: Dana Brosig and Rachel Peterson
Gunnison Valley: Vince Rogalski and Michelle Haynes
Intermountain: Brian Pettit and Dana Wood
North Front Range: Paul Sizemore, Johnny Olson, and Becky Karasko
Northwest: Heather Sloop and Brian Cerkenik
Pikes Peak Area: Holly Williams, John Liosatos, and Danelle Miller
Pueblo Area: Eva Cosyleon and Wendy Pettit
San Luis Valley: Vern Heersink
South Central: Brian Blasi, Luis Lopez II, and Mitchell Wardell
Southeast: Ron Cook and Stephanie Gonzales
Southwest: Heather Alvarez, Sarah Hill, and Shak Powers
Upper Front Range: Kevin Ross and Elizabeth Relford
Southern Ute: None
Ute Mountain Ute: None
Federal Highway Administration: Bill Haas
Federal Transit Administration: None
Transportation Commissioner: Eula Adams

Welcome and Introductions - Vince Rogalski, STAC Chair

The meeting commenced at approximately 8:30 am.

Approval of the August Meeting Minutes - Vince Rogalski, STAC Chair

- Chair Rogalski requested a motion to approve the August STAC meeting minutes.

STAC Action: STAC members approved the August meeting minutes following a motion for approval.

2050 Statewide Plan Update (Action Item) - Policy Directive 14 (Action) - Darius Pakbaz, Director, Division of Transportation Development

- Policy Directive 14 helps investment decisions in the planning process, asset management, and FASTER safety and HSIP.
- The policy is designed to be a living document. Required annual progress reports will provide opportunities for adjustments throughout implementation.

- There were adjustments to the “sustainably increase transportation choice” goal. TC principles, the Wildly Important Goals, and the Performance Measure Matrix were incorporated into the appendix.
- Safety goals are measured statewide on-system only, as required in federal reporting statute. Achieving safer roads statewide is a partnership between CDOT and local partners, as shown in the development process for the Statewide Highway Transportation Plan.
- Concerns arose regarding the 83% increase of transit revenue service miles and its excessive cost. CDOT emphasized that goals can be modified over time if they are not feasible due to funding.
- Additional concerns arose concerning there is no goal on highway expansion to accommodate expected population growth, and some STAC members would not support the Policy because of this issue. Many feel it is unreasonable to expect a solution through expanded transit only, that many parts of the state cannot be served adequately by transit nor can the state fund such aspirational transit goals.
- Many expressed the need to address the pavement and asset condition rather than transit.
- Concerns were raised on whether the PD will prevent some projects from happening if they do not hit the goals in particular communities. CDOT clarified that in no circumstance would transit be necessarily added onto highway maintenance projects, as individual projects do not need to hit all three major goal areas at once.
- A general concern is that the 10 Year Plans will not be based on needs but rather this policy and it will determine that the funding goes to transit rather than pavement and safety projects.
- Regarding the pavement condition goal of 1%, concern was expressed that the interstate highway system may eat up the entire budget. CDOT emphasized that the needs must be balanced and such conversations and decisions are happening on the regional level.
- Heather Alvarez asks that these comments are emphasized in reporting on PD 14.
- Commissioner O’Dorisio voiced concerns that if the STAC rejects the proposed PD 14 it may reduce their influence with the TC.
- Commissioner Eula Adams suggested that the public comments are another venue for STAC to express its concerns. There is no plan for PD 14 to be workshopped to an extensive degree. The plan was for this to be the final look prior to approval.
- Vince Rogalski says that TC and STAC do not discuss PD 14 together but separately and it would be useful to discuss this together.
- Gary Beedy comments that STAC has been commenting on these issues and the commentary has not been incorporated into PD 14. Darius responded that compiled comments were addressed in a table provided in the appendix attached to PD 14.

STAC Action: Johnny Olson puts a motion that STAC takes the position to reject PD 14 as written with an assurance that a summary of the STAC comments is presented to the Transportation Commission. Heather Alvarez seconds it. Johnny Olson moves to rescind this motion. The STAC approved the motion to reject the proposed PD 14, and Commissioner O’Dorisio voted against, for reasons stated above.

Revised STAC Bylaws (Action Item) - Review of the updated draft STAC Bylaws - Darius Pakbaz, Director, Division of Transportation Development

- Language was refined since the August STAC meeting in Article III. In Section 5, the chair of the Transit Rail Advisory Committee is a nonvoting member of STAC and is entitled to name an alternative if unable to attend.
- In Article IV, the chairperson and vice chair will be a member of STAC and will hold office for no more than two two-year terms. Elections will be held in October.
- In Section 11, the STAC leadership will represent both rural and urban areas and they should alternate, ensuring equal representation when possible.

- Current language requires Officers hold their positions no more than two consecutive terms, for four years in total. However, one person can consecutively hold the Vice Chair and Chair positions, for a total of eight years in STAC officer service.
- Gary Beedy requested that the finalized version be sent to STAC members.

STAC Action: A Motion was unanimously approved to adopt, specifying an additional term limitation of no more than four consecutive terms combined for Chair and Vice Chair, if any one person serves for two terms in each position.

Transportation Commission Report (Informational Update) - Vince Rogalski, STAC Chair

- Concrete business shared their support for more use of concrete paving in Colorado. The concrete companies overviewed the benefits of concrete vs. asphalt pavement.
- The Commissioners discussed the updated Policy Directive (PD)14.
- Region 5 outlined their current accomplishments within the 10-Year Plan and explained how a number of various projects will be implemented over the next few years.

TPR Representative and Federal Partners Reports (Informational Update) - STAC Members and Federal Partners

- DRCOG
 - There was not a board meeting in August. There was an annual awards celebration with over 500 attendees for distinguished service awards.
- Central Front Range
 - Construction is continuing. The chain up station on East Kenosha Pass should be completed soon. US 285 was closed for several hours a few weeks ago, due to an accident and created 13.8 miles of backup. On Labor Day, the backup went from CR 43 to Aspen Park..
- Eastern TPR
 - Continued construction projects are occurring.
- Grand Valley MPO
 - The Western Colorado Safety Symposium occurred last week with 120 attendees, including CDOT and FHWA. There was a board meeting and they adopted their Unified Planning Work Program (UPWP). They are moving forward with a new transit contractor and adopted a Title VI plan. They are offering free bus passes to middle and high school students, which has helped increase transit ridership.
- Gunnison Valley
 - They experienced difficulties with the Multimodal Transportation and Mitigation Options Fund (MMOF) program at the last meeting. GVTPR voted to replace money taken from different sources. Many projects have budget overages, and not enough funding to complete the selected projects.
 - Considerable work has been done on US 50 Bridge and the bridge is now open during the day. There are still restrictions on the type of vehicle allowed to traverse the bridge.
- Intermountain TPR
 - There has not been a meeting since the last STAC meeting. They will continue their 2050 planning process in October.
- North Front Range (NFR) MPO

- The NFR Planning Council had a presentation on the FEMA floodplains. It was recommended NFRMPO work with the county and evaluate the baseline engineering process before accepting the mapping. The Planning Council discussed a fare increase for VanGo which hasn't seen an increase since 2019, and they are seeing ridership increase.
- Northwest TPR
 - There was no meeting in August. There was virtual voting on the addition of transit into their voting criteria but final results are not out.
 - They will be nominating new Chairs and Vice Chairs for the TPR.
- PPACG
 - Construction projects are progressing, and they discussed project funding.
- PACOG
 - The Board adopted the UPWP and added the \$8.8 million dollar RAISE grant for the TIP. They received a presentation on Front Range Passenger Rail.
- San Luis Valley TPR
 - They appreciated the in-person CDOT staff attendance at their last TPR meeting.
- South Central TPR
 - Their next meeting is October 24th and their county planning meeting is on September 25th. They are working with lobbyists to help the cause to keep their TPR separate from Southeast TPR.
- Southeast
 - None
- Southwest
 - There is a project update for the region included in STAC packet. They received unspent ARPA money and reallocated it. They will be discussing and potentially adopting the next round of MMOF funding.
- Upper Front Range
 - They have a TPR meeting directly after the STAC meeting. Their Transportation Commissioner, Jim Kelly, announced his retirement in October, and they are searching for a replacement.
- Southern Ute
 - None
- Ute Mountain Ute Tribe
 - None
- FHWA
 - None
- FTA
 - None

Region 5 Project Update - 10 Year Plan Accomplishments - Tony Cady, Region 5

- At the end of the last Regional Transportation Plans for each TPR, CDOT Region 5 facilitated a prioritization effort to rank each project in the long-range plan. The three TPR chairs (Gunnison Valley, Southwest, and San Luis Valley) and CDOT conducted an overall regional prioritization. They fiscally constrained the top tier priorities.
- For the 10-Year Plan funding, Region 5 was allocated \$403 million of strategic funding and they added \$290 million of Region funding to accomplish 46 projects, half of which are in the first half of the 10 year plan.

- There were a large number of rural road surface treatment projects.
- US 160 Towaac Passing Lanes project provides passing lanes and reconstructed road lanes from Cortez to Ute Mountain Ute tribal lands.
- They conducted rural road resurfacing projects in a few parts of the Region. These roads had not been touched in 30 years and this was a historic opportunity to pave these roadways. They did an overlay on a section of road with some of the lowest drivability life ratings in the state.
- They completed a lot of their paving projects since those were the most needed improvements. They completed widening and surface treatment on CO 17, where there had previously been a number of fatalities due to steep shoulders.
- Safety deficiencies were corrected and the shoulder was enhanced on US 160 between New Mexico and Aztec Creek in the Ute Mountain Ute reservation. They also upgraded the pavement quality. They received funding from New Mexico and coordinated within the Navajo Nation and the Ute Nation.
- In 2021, they began replacing culverts that carried McCabe Creek through downtown Pagosa Springs. Two pipes separated after the erection of a commercial building and started causing structural issues. Strategic funding allowed for the demolition of the building and a culvert replacement.
- There are three projects currently in construction and scheduled for completion soon including safety, road realignment for a grade-separated interchange and wildlife crossings in Durango, and road surfacing.

Next STAC meeting: October 3, 2024 8:30 to 12:30 and will be in-person at CDOT HQ and include STAC officer elections. The next meeting after that will be November 7th and will be virtual.

Transportation Commission (TC) Meeting Notes

September 18, 2024 - September 19, 2024

Workshops - Wednesday, September 18, 2024

8:00am to 9:40am

Attendance:

Commissioner attendance was not captured in the video recording.

Budget Workshop - Jeff Sudmeier and Bethany Nichols

FY 2023-24 Year End Budget Processes

Purpose:

- Provides an overview of the FY 2023-24 year end budget process. The forecasted revenue which is calculated at the beginning of the fiscal year is compared against the actual revenues from the fiscal year. The 2024 federal redistribution is reviewed which typically results in CDOT receiving additional federal dollars. The remainder of the budget can then be rolled into FY2025.

Discussion:

- Commissioner Stuart: What is the status of CDOT getting those FY24 sub-allocated program funds out? Sudmeier: These specific pass-through programs have not had issues being backlogged. Transit and MMOF and CMAQ grants did get backlogged but by and large these backlogs have been eliminated.
- Commissioner Bowman: What is a healthy reserve balance? Sudmeier: The unofficial target is about \$40 million. This is the average amount of spending from the reserve.

FY 2024-25 Approval of Clean Transit Enterprise (CTE) Loan

Purpose and Action:

- Requesting Approval for a loan from the TC to the Clean Transit Enterprise. The CTE board met in August and approved the loan. The loan is for \$600,000 dollars and will cover CDOT staff time and meeting-related expenses, consultant support for meeting facilitation, stakeholder engagement, formula development, etc. The loan is needed because the SB-24-230 Oil and Gas Production Fees, which fund the program, will not begin collection until July 1, 2025 and will not produce revenues until early 2026.

Discussion:

- Commissioner Stuart: What is the likelihood that this oil and gas tax will be legally challenged? Response: It seems very unlikely.

- Commissioner Stuart: Did CDOT hire a CTE director? Sudmeier: The CTE roles have been posted and recently closed, so those positions will be filled shortly.
- Commissioner: What will SB23-230 generate? Sudmeier: In the first year of collections the oil and gas tax will generate about \$90-100 million. These funds go towards the CTE.

FY 2025-26 Budget Development

Purpose:

- Overview of budget development for the 2025-2026 fiscal year. Discusses the statutory deadlines which include the legislative budget due November 1, 2024, the FY26 Proposed Annual Budget due December 15, 2024, the FY26 Final Annual Budget due April 15, 2025, and the governors approval of the FY26 Final Annual Budget.

Discussion: None.

FY 2050 Long Range Revenue Forecast

Purpose:

- Overview of the 2050 long range revenue forecast and revenue allocation.

Discussion:

- Commissioner Ridder: If you were performing a SWOT analysis, what is the biggest threat and what is the biggest opportunity for change. Sudmeier: The biggest threat is the HUTF funding. SB260 created a medium term fix with the EV registration tax, but over time the HUTF isn't growing at the rate necessary. Flexible state funds are vital to the functioning of the organization. The biggest opportunity would be in addressing targeted funding needs in the department. There has been a lot of growth in specific targeted areas such as the funding for the CTE.
- Commissioner Cook: Do you or can you model the proportion of paving done with asphalt with concrete and how this affects our long term finances? Stefanik: We do not track that specifically, but we track all of our pavement life cycle within our pavement model. Lately, we have repaired roads with more asphalt than concrete. The asset management program typically calls for lower cost repairs as opposed to full road reconstructions where concrete slabs could be laid. We do track what we do on a yearly basis but we don't look very closely into the financial differences between asphalt and concrete.
- Director Lew: Most of the statistics presented by the concrete industry are gathered from the country as whole which does not experience the weather extremes of Colorado. Concrete does require repairs and experiences many of the same issues as asphalt during the freeze/thaw cycle. There are definite instances where concrete is preferable, but once installed, maintenance is still required and CDOT maintenance crews do not have the equipment or resources to repair concrete in-house.
- Commissioner Bowman: Could we have a workshop on the trade-offs between asphalt and concrete?

US 50 Blue Mesa Bridge Update and Funding Request - Jason Smith

Purpose and Action: Update on the US 50 Blue Mesa emergency bridge repair and request for additional funding. On the middle bridge, all top flange locations and crossmembers are complete. The global plating bottom flange is 25% complete. Overall, the permanent fix is about 50% complete. On the lake fork bridge, cross members are 100% complete and work has begun on top flange locations and the global plating of bottom flange. The time frame has been pushed back slightly due to changes in repair design. The globalized plating fix has been adopted as opposed to the original local plating fix which increases steel tonnage and adds complexity. The duration of the bridge being open to the public has also increased. The request is for \$15 million to be allocated to the permanent repair packages from the Series 2024A bond proceeds and unprogrammed pay-go revenues.

Discussion:

- Commissioner Stuart: Was any of this money requested identified for other projects?
Holinda: They were but they were returned as savings. Another portion was identified for 10-year plan projects.
- Commissioner Bowman: Thanks to the team for the amazing work. Local businesses and tourism beneficiaries have been very grateful for the effective communication and rapid response.

Alternative Delivery (Design Built) Request for US 160, Elmore's East Project - Julie Constan

Purpose and Action: Region 5 received a \$59 million INFRA grant to improve a 7 mile stretch of US 160 east of Durango. The presentation provides an overview of the scope of the project, the delivery selection process and requests approval from the TC to move forward with construction. The project aims to improve safety, reduce travel times and improve system resilience.

Discussion: None.

Thursday, September 19, 2024

Call to Order, Roll Call

8 Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, James Kelly, Yessica Holguin, Mark Garcia, Shelley Cook, Karen Stuart, Hannah Parsons, Barbara Bowman and Rick Ridder. Commissioner Holguin and Commissioner Garcia were excused.

Public Comments

- Lance Waring, San Miguel County Commissioner and the president of Colorado Communities for Climate Action, a coalition of 43 cities, counties and towns working towards effective climate policy.
 - Thanks to the commission for including important greenhouse gas targets in PD14.

- August was the 14th straight month of record breaking high temperatures.
- The most effective way to reduce emissions is to reduce vehicle miles traveled.
- It is fundamentally important to protect vulnerable road users.
- John Mallo, Loveland Mayor Pro tem, North Front Range MPO Chair,
 - STAC voted not to recommend PD14 due to the concern that projects may not be funded if they do not align with the goals in PD14. North Front Range shares these concerns regarding the need for completion and enhancement of regional roadway connections. It is a matter of equity that PD14 recognizes the needs of all regions.
 - North Front Range urges the TC to recognize the importance of capacity projects for our regions and their contribution to broader state objectives.
- Maddy Godby, Policy and Communications coordinator for PeopleForBikes Coalition
 - Urge you to adopt the proposed version of PD14. When people have the ability to safely walk, bike and use transit, communities experience remarkable transformations that benefit everyone.
 - Active transportation infrastructure benefits roadway safety, public health and reduces transportation costs for users.
 - Increased active transportation use reduces congestion which benefits motorists.
- Alana Miller, Colorado Policy Director of the National RDC
 - Urges TC to adopt the proposed version of PD14.
 - The investments of the past century have led transportation to be the leading source of carbon emissions, and a leading source of air pollution. Car crashes are a leading cause of death for children, and transportation costs are often the second highest household expense.
 - By voting on the proposed version of PD14, the TC is voting for a safer, cleaner, more efficient, more equitable and more sustainable transportation future for Colorado
- Danny Katz, Executive Director of CoPIRG
 - Urges TC to adopt the proposed version of PD14.
 - The emphasis on safety, especially vulnerable road user safety, is essential
 - Important to highlight air quality in addition to greenhouse gas reduction
 - Creating alternate transportation options will also give potential impaired drivers a safe alternative
 - Highway capacity is very expensive, and transit will be a better long term alternative
- Matt Frommer, Transportation and Land use policy manager for the Southwestern Energy efficiency Project
 - Urges TC to adopt the proposed version of PD14.
 - An 11% reduction in VMT would save coloradans \$11 Billion
 - The 3 most popular transportation options are fixing roads, transit, and land use changes that reduce travel distance. In a national survey, only 10% of respondents felt that expanding roads was a good option.
- Huong Dang, Highlands Resident
 - Huong asks that the TC advocate for a dedicated bus lane in the Federal BRT project, without widening the roadway. This will help reduce the unacceptable level of traffic fatalities, reduce greenhouse gasses, and foster positive growth in the community through land use changes.
 - Huong has experienced the dangers of federal blvd which is one of Denver's deadliest roadways.

- A dedicated bus lane is the best solution, but widening the road is not feasible due to limited space.
- The near northwest plan advocates rezoning parts of Federal blvd to be mixed use so that people can walk and shop.

Comments of the Chair and Commissioners

- Jim Kelly: Received a tour of the Greely Merge which is a 1601 project on highway 34. It had great promise to reduce VMT and improve safety. In regards to the letter from John Mallo and the North Front Range MPO, Kelly feels that the PD14 targets should be revisited so that they are perfected for the years in transportation planning that it will be a guiding document. The concerns listed by North Front Range MPO mirrors the concerns that led the Statewide Transportation Advisory Committee to reject PD14.
- Commissioner Ridder: Thanks CDOT staff.
- Vice Chair Adams: Expressed regrets about being unable to attend the field trip to Grand Junction. Adams expressed great concern for the safety of CDOT workers and all of the roadway workers throughout the state. CDOT, through CTIO, received a Metrovision award. Former chair of CDOT, Karen Stuart was rightfully given credit for all of the wonderful work she has done in transportation. In Washington DC for the dedication of the people's house, and having dinner at the white house with President Biden and Mrs Biden.
- Commissioner Parsons: Faulty microphone.
- Commissioner Cook: Underscored the award given to Karen Stuart which is the highest honor given by DRCOG to community members who embodies the ideal of promoting regionalism. Cook attended a mountain rail forum.
- Commissioner Bowman: Commended the great service that Bustang provided and highly recommended the service. Thanked the CDOT and local staff that worked to fix the Blue Mesa Reservoir Bridge.
- Commissioner Stuart: Has learned much from the TC road trip to Grand Junction and the trip has inspired great discussions and ideas amongst the commissioners. On the topic of PD14, Stuart reinforced the importance of ensuring that roadways are in good condition and that there are budgetary and policy decisions that have to be weighed appropriately to achieve those goals. Stuart reminded everyone that PD14 and the 10 year plan are living documents that can be changed by the TC whenever the need arises.
- Chair Hart: Reminded everyone that it is better to be late and apologize for being late than speed and never make it to one's destination.

The Commissioners offered their condolences for the families of Trent Umberger and Nathan Jones and thanked them for their service. They also thanked CDOT staff for the Grand Junction field trip and tours.

Executive Director's Management Report - Shoshana Lew

- Offered her condolences for everyone that is impacted by the loss of Trent Umberger and Nathan Jones.
- The wholeheartedness and effort of colleagues and community members to support the families has been astounding and heartwarming.

Chief Engineer's Report - Keith Stefanik

- The traffic safety and engineering group is traveling throughout the state to listen to regional partners to coordinate the update to the State Highway Safety Plan.

Colorado Transportation Investment Office (CTIO) Director's Report - Piper Darlington

- CTIO board has pushed its board meeting to Monday. Will be asking the board to adopt a resolution that would allow the new congestion management fee. A new board member will be sworn in from the pikes peak region.

FHWA Division Administrator Report - John Cater

- Faulty Microphone.
- Workshop upcoming in Denver of vision zero communities.

Statewide Transportation Advisory Committee (STAC) Report - Vincent Rogalski

- Members are concerned that the performance measures matrix was in the appendix.
- Members are concerned about the 83% increase in transit service revenue miles.
- Members are concerned that there is no goal on highway expansion to support population growth.
- Many feel it is unreasonable to accommodate the growing population with transit only.
- Members feel that the focus on transit should be on pavement.
- Members feel that the 10 year plan will not be based on needs and will instead be based on this policy.
- Concern was expressed that the interstate system would take the entire budget.
- STAC rejected the proposed PD14.
- STAC Bylaws: The chair of the transit and rail advisory committee is a non-voting member of the STAC. The chair and vice chair will serve for no more than two, two year terms. No more than 4 combined terms for chair and vice chair.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of August 15, 2024 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Repeal of PD 1300.0'

A motion by Commissioner Bowman was raised to approve, and seconded by Commissioner Stuart, and passed unanimously.

Discuss and Act on Proposed Resolution #4: Approve MMOF Match Reduction Request (Michael Snow)

A motion by Commissioner Kelly was raised to approve, and seconded by Commissioner Cook, and passed unanimously.

Discuss and Act on Resolution #5: Clean Transit Enterprise Loan (Jeff Sudmeier and Bethany Nichols)

A motion by Commissioner Ridder was raised to approve, and seconded by a commissioner, and passed unanimously.

Discuss and Act on Resolution #6: 3rd Budget Supplement (Jeff Sudmeier and Bethany Nichols)

A motion by Commissioner Cook was raised to approve, and seconded by Commissioner Stuart, and passed unanimously.

Discuss and Act on Proposed Resolution #7: Adoption of PD 14.0 (Darius Pakbaz)

- Commissioner Kelly: Would like to give STAC and other stakeholders the opportunity to submit specific language changes that would address their concerns.
- A motion by Commissioner Kelly was made to postpone the adoption of PD14 to next month's meeting. The motion died for the lack of a second.
- Commissioner Parsons: Was initially planning on supporting a motion to postpone adoption. Considering the project prioritization timeline and the living nature of the document, Parsons will support adoption. It is important to recognize that much of the transit funding will not address capacity problems in rural parts of the state. It is vital to ensure capacity projects can be pursued on an as needed basis.
- Commissioner Bowman echoed Commissioner Parsons comments.
- Commissioner Stuart: Showed support for much of the contents of PD14. Emphasized that capacity projects are necessary at times. The document will change and approve as it is used.
- Commissioner Cook: A large part of the responsibility is on the TC to be attuned to how PD14 is impacting the issues mentioned. An important note is that there are different buckets of money, so increasing transit does not inherently take away from pavement.
- Chair Hart: This document represents statewide guidance that caters to statewide needs.

A motion by Commissioner Stuart was raised to approve, and seconded by Commissioner Cook, and passed. Commissioner Kelly voted no.

Discuss and Act on Proposed Resolution #8: Adoption of FY 28 and FY 29 Asset Management Planning Budgets (Darius Pakbaz)

A motion by Commissioner Bowman was raised to approve, and seconded by Commissioner Adams, and passed unanimously.

Discuss and Act on Proposed Resolution #9: Approval of Design/Build for US 160 Elmore's East (Julie Constan)

A motion by Commissioner Bowman was raised to approve, and seconded by Commissioner Parsons, and passed unanimously.

The meeting was adjourned at 10:30. The next Transportation Commissions meetings will be held on October 16-17th.



COLORADO
Department of Transportation

Statewide Transportation Advisory Committee Memorandum

To: Statewide Transportation Advisory Committee Memorandum (STAC)

From: Melodie Clayton, Traffic Safety and Engineering

Date: October 3, 2024

Subject: 2025 Strategic Highway Safety Plan Update

Purpose

On August 20th, the Strategic Highway Safety Plan (SHSP) project team held a virtual kickoff meeting, introducing the 2025 SHSP planning process to state and federal partners, local agencies, and other stakeholders. Since the kickoff meeting, the project team has conducted a total of nine workshops in the five CDOT engineering regions, five hybrid and four virtual.* These meetings sought to do the following:

- Influence strategies and initiatives that will shape Colorado's transportation safety;
- Assess the current state of safety in Colorado to understand what is and what is not working;
- Provide a platform for collaboration and engagement with CDOT and community members dedicated to improving road safety;
- Discuss and identify potential funding sources to improve safety across Colorado; and
- Gather insights about community safety perspectives, needs and challenges.

At the October 3rd STAC meeting, the project team will present some of the preliminary results of this initial engagement and preview the next phases of the project. Participants will have the opportunity to learn more about the SHSP, safety data, and upcoming engagement opportunities.

*The Region 3 SHSP Virtual Workshop has been rescheduled to a later date to accommodate for scheduling.

Action

Informational and discussion only; no action required.

Background

The Strategic Highway Safety Plan (SHSP) is a critical and required element of the Highway Safety Improvement Program (HSIP). In 2023, 720 people died on Colorado roadways, and over 4,000 people were involved in a crash resulting in a serious injury. The SHSP will identify Colorado's key safety needs and direct our investment decisions

toward the most effective strategies and countermeasures for saving lives and preventing injuries. The plan's goals are to develop an inclusive, data-driven SHSP approved by the Federal Highway Administration (FHWA), reduce fatal crashes and serious injuries, advance Colorado's safety culture, and deliver clear and actionable strategies.

While CDOT is the linchpin for the SHSP, this plan will be created with stakeholder and partner agencies feedback including the Colorado Department of Revenue (DOR), The Colorado State Patrol (CSP), The Colorado Department of Public Health and Environment (CDPHE), the Colorado Department of Education (CDE), the National Highway Transportation Safety Administration (NHTSA) and FHWA. CDOT has a dedicated project team that has started the work for the 2025 Strategic Highway Safety Plan. A 9-month technical and stakeholder engagement effort will be used to identify key focus areas and countermeasures for transportation safety investments.

In order to achieve transparency and accountability throughout the planning process, the SHSP project team presented to STAC in July, prior to the virtual kick-off meeting. The project team also submits regular updates to the Statewide Plan Team, the CDOT Executive Management Team, an internal CDOT team of varying departments and expertise, the Advancing Transportation Safety Emphasis Area groups, and with an established SHSP Steering Committee. The project team has also partnered with the Statewide Plan Team to provide regular updates at TPR meetings. Additional project updates can be found on the project's [engagement platform](#).

Next Steps

Traffic safety stakeholders are encouraged to submit feedback on statewide safety concerns by utilizing the project [engagement platform](#). Questions regarding the SHSP can be directed to shsp@state.co.us.

Attachments

Strategic Highway Safety Plan STAC Update Presentation



2025 Strategic Highway Safety Plan (SHSP) Statewide Transportation Advisory Committee

October 3, 2024



2025 Strategic Highway Safety Plan (SHSP)

What is a Strategic Highway Safety Plan (SHSP)?

A SHSP is defined by the FHWA (Federal Highway Administration) as a statewide-coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on public roads.

SHSP Requirements

FHWA requires that a State identifies its' key safety needs in order to guide investment decisions towards strategies and countermeasures with the highest potential to save lives and prevent injuries.



2025 Strategic Highway Safety Plan (SHSP)

VISION

The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

Source: CDOT ATS Website

MISSION

Colorado agencies and partners will cooperatively implement strategies that eliminate transportation system fatalities and serious injuries.

Hybrid Workshop Attendance

- Approximately 125 in-person and virtual



Purpose of the SHSP Workshop Sessions



Influence strategies and initiatives that will shape Colorado's transportation **safety**



Assess the current state of **safety** in Colorado to understand what is and what is not working



Provide a platform for collaboration and engagement with CDOT and community members dedicated to improving road **safety**



Discuss and identify potential funding sources to improve **safety** across Colorado



Gather insights about community **safety**, perspectives, needs and challenges

Workshop Word Cloud Exercise





Common Themes from all Workshops

Safety as a Priority

Enhanced Driver's Education Programs

Increased Funding for Safety Improvements

Grant Navigation Support

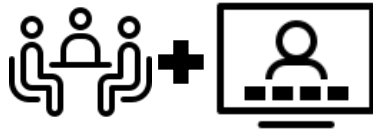
Comprehensive Educational Campaigns

Expansion of Partnerships

Engagement To Date



Virtual Kickoff
147 Participants



Hybrid Workshops
5 Workshops,
125 Participants



Virtual Workshops
4 Workshops
X Participants

Task Forces & Committees

- Colorado Task Force on Drunk and Impaired Driving (CTFDID)
- Motorcycle Operator Safety Advisory Board (MOSAB)
- Colorado Standing Committee on First Responder Safety (CSCFRS)

Events/ Conferences

- Colorado Traffic Safety Summit
- State Motorcycle Safety Administrators Summit
- National Youth Transportation Equity Convening



Upcoming Subject Matter Expert Meetings

Safety Culture

October 8th
2:00 - 3:00 pm

Safe Driving

October 9th
11am - 12 pm

Safe Roads

October 9th
9:30 - 10:30 am

Safe People

October 10th
9:30- 10:30 am

At these meetings, the SHSP Project Team will work with stakeholders to drill down on ideas identified in the hybrid and virtual workshops.

2025 SHSP Project Steps & Process



Data Collection, Stakeholder Understanding and Methodology



Technical Analysis, Countermeasure Development, & Stakeholder Engagement

★ We Are Here



Draft Countermeasures & Draft SHSP



Final SHSP & Action Plan Documents

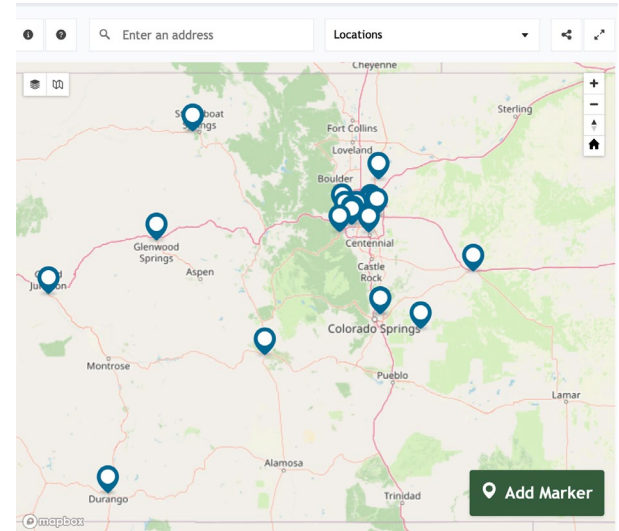
April 2025

Next Steps

- Subject Matter Expert meetings
- Share your feedback!
 - shsp@state.co.us
 - Online engagement platform



Scan QR code or visit <https://cdot-shsp.mysocialpinpoint.com>





COLORADO

Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee

From: Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Budget Director

Date: October 3, 2024

Subject: 2050 Program Distribution

Purpose

To provide an update on the 2050 Long Range Revenue Projections for the 2050 Statewide Transportation Plan, and review the preliminary resource allocation principles and methodology.

Action

No action is requested at this time.

2050 Revenue Forecast

Long range revenue projections are developed in advance of each Statewide Transportation Plan (SWP), and along with Program Distribution, provide the financial framework for the development of the SWP, 10-Year Plan, Metropolitan Planning Organization (MPO) and Transportation Planning Region (TPR) Long Range Regional Transportation Plans (LRTPs), Transportation Improvement Programs (TIPs), and the Statewide Transportation Improvement Program (STIP).

The 2050 Long Range Revenue Projections are developed by CDOT's Office of Financial Management and Budget (OFMB) utilizing a detailed revenue forecast model. The revenue model utilizes a variety of data inputs to generate a forecast of all CDOT revenues over a 25-year period. The primary sources of data utilized in the model include:

- Historical performance of fee revenues
- National economic performance indicators, such as the year-over-year percent change in real U.S. GDP growth
- Inflation estimates based on data from Moody's and the National Highway Cost Construction Index (NHCCI)
- State population and demographic data from the Department of Local Affairs
- Data on annual vehicle miles traveled (VMT) in Colorado from the CDOT Division of Transportation Development
- Estimated vehicle costs, including federal or state rebates for certain vehicles
- Vehicle sales and energy consumption data from the Energy Information Administration

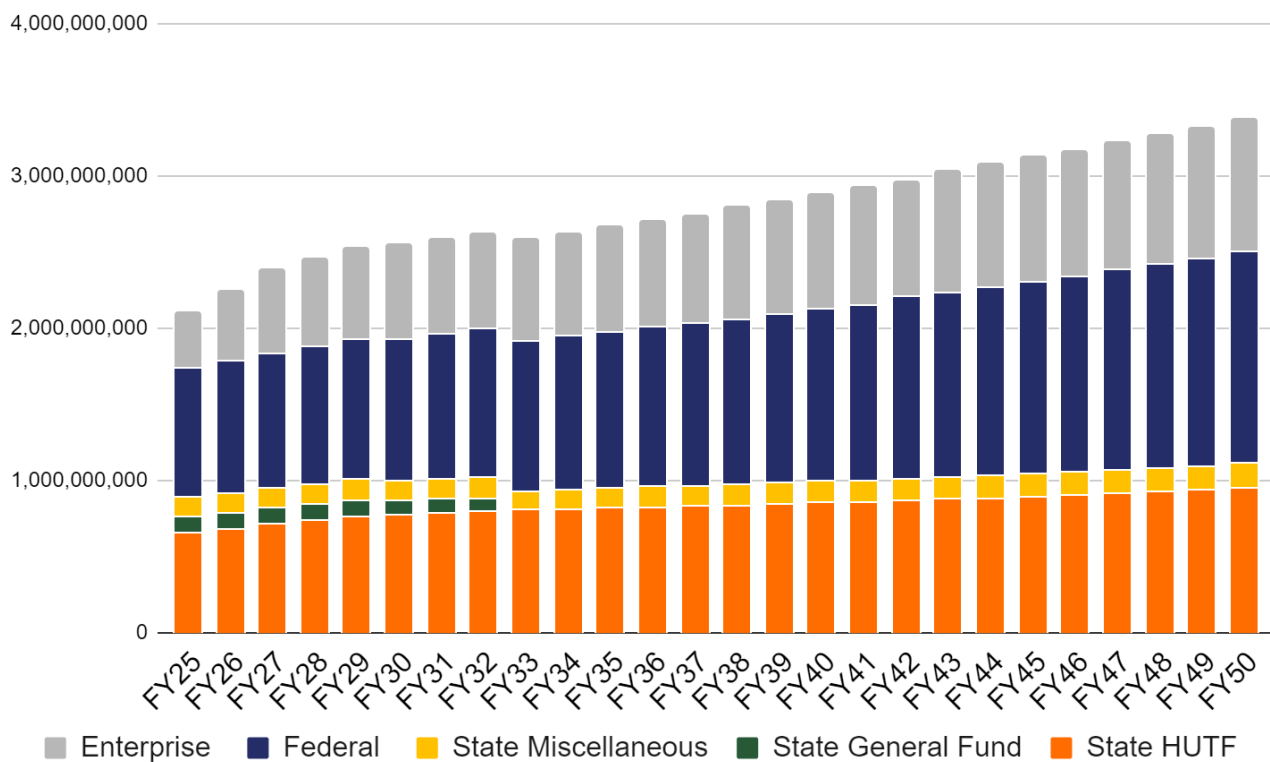
- State fleet data from the Colorado Department of Revenue
- Colorado Clean Cars standard as baseline for estimation of electric vehicle adoption

Key assumptions incorporated into the baseline 2050 Long Range Revenue Projections include:

- Estimated fee rates and General Fund transfers are based on current law
- It is assumed that federal apportionments will grow at 2 percent annually after the current authorization act ends.
- Off-the-top appropriations from the Highway Users Tax Fund (HUTF) will continue to grow at a faster rate than HUTF revenue growth.

Figure 1 provides an overview of CDOT’s baseline revenue forecast over the 25-year forecast period. The sections below provide additional information on the primary changes from the 2045 Long Range Forecast and the main revenue drivers in this forecast.

Figure 1 - CDOT 2050 Long Range Forecast



2050 Resource Allocation

The 2050 long range revenue projections are used to estimate allocations to CDOT programs over the forecast period. This section provides additional information on the assumptions used to allocate resources to various programs.

The principles used to allocate funding to programs include:

- Assume the State continues to appropriate funding for SB 267 debt service, limiting CDOT’s “share” to \$50 million annually.

- Ensure that operating programs (maintenance, operations, administration, etc.) are able to grow at a reasonable rate over time to the extent permitted by availability of flexible state funds.
- Ensure that the Surface Treatment program is able to grow at a reasonable rate over time.
- After ensuring growth in operating programs and Surface Treatment, maximize 10-Year Plan program allocations.
- Retain flexibility to “grow” other parts of the budget (other asset management programs, Innovative Mobility, etc.) by allocating additional dollars and reducing 10-Year Plan allocation.

2050 Resource Allocation Methodology.

This section outlines the overall methodology used to allocate resources based on the 2050 long range revenue projections.

- Allocations to programs with dedicated revenue sources are based on the revenue forecast for those programs.
- Allocations for Maintenance Program Areas are based on FY 25 Budget levels, and then grow at 2.5% through FY 32, and 1.0% annually thereafter. This ensures a reasonable growth rate for the Maintenance Program Areas over time.
- Allocations for Surface Treatment are based on the approved TAM planning budgets through FY 27, then grow at 2.5% through FY 32, and 1.0% annually thereafter. This ensures a reasonable growth rate for Surface Treatment over time.
- Allocations to other maintenance and operations programs are based on FY 25 Budget levels, then increase 2% annually through FY 32, and 1.0% annually thereafter.
- Allocations to administration programs are based on FY 25 Budget levels, then increase 2% annually through FY 32, and 1.0% annually thereafter.
- Allocations to concessionaire and debt service programs are based on payment schedules.
- Allocations to all other programs except 10-Year Plan programs are based on FY 25 budget levels, then remain fixed at FY 25 levels.
- Any residual surplus is allocated to the 10-Year Plan programs, in addition to the previously identified dedicated revenue sources.

Additionally, allocations to CDOT enterprises are based on the revenue forecast for those programs, accounting for:

- Payment schedules for any debt service
- FY 25 budget levels for any maintenance, operations or administration programs, growing at 2% annually
- Residual allocated to Project/Grant programs

Next Steps

October 2024 - Staff will incorporate any feedback from the Transportation Commission, and then incorporate program distribution formulas for sub-allocated programs into the long range resource allocation plan.

Attachments

Attachment A - Presentation



COLORADO

Department of Transportation

2050 Long Range Revenue Forecast and Resource Allocation



Agenda

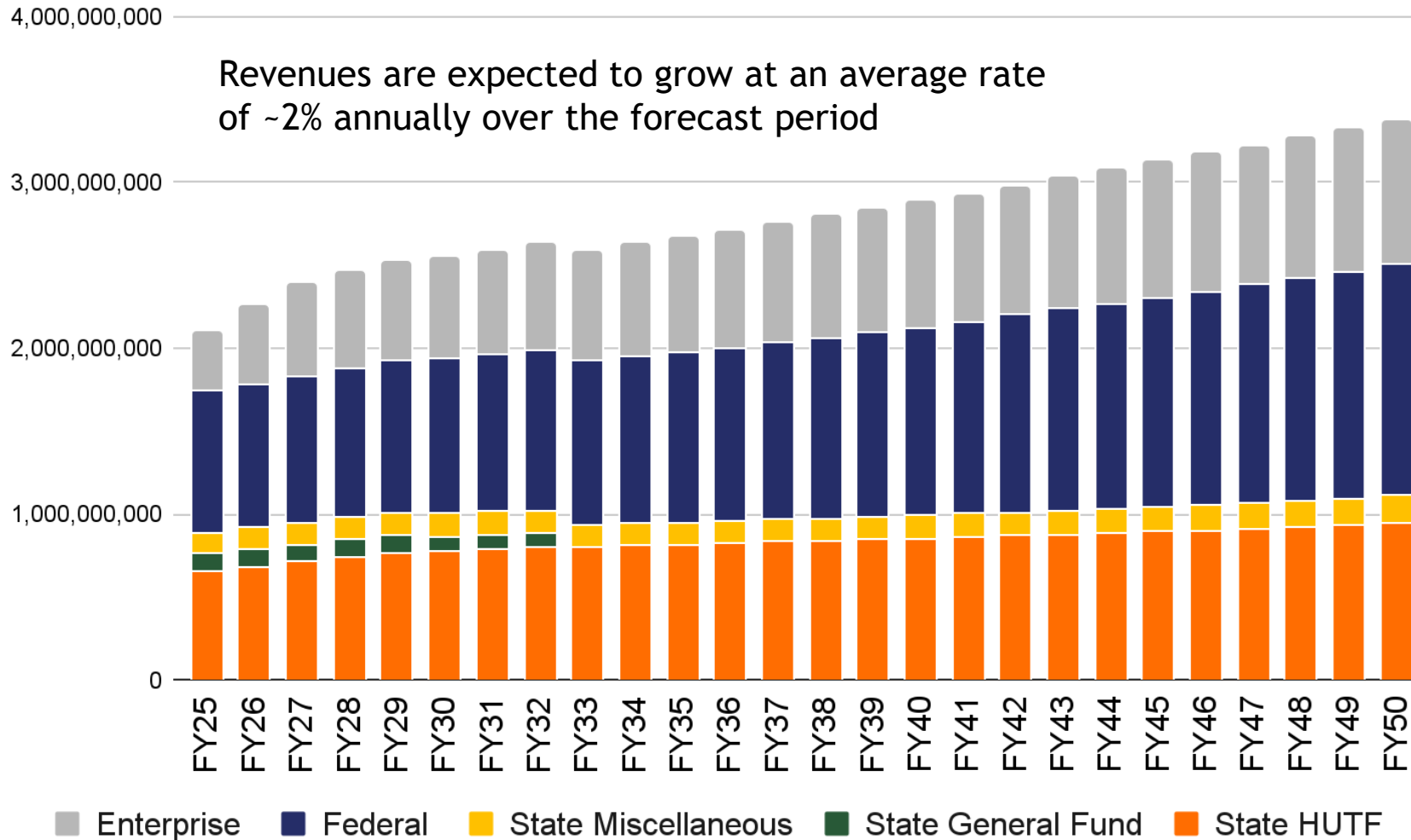
- Revenue Forecast
 - 2050 Long Range Revenue Forecast
 - Enterprise Update
 - Key Considerations
- Resource Allocation
 - Key Principles and Assumptions
 - Allocation Methodology
- Next steps



Colorado Mountains



2050 Long Range Revenue Forecast

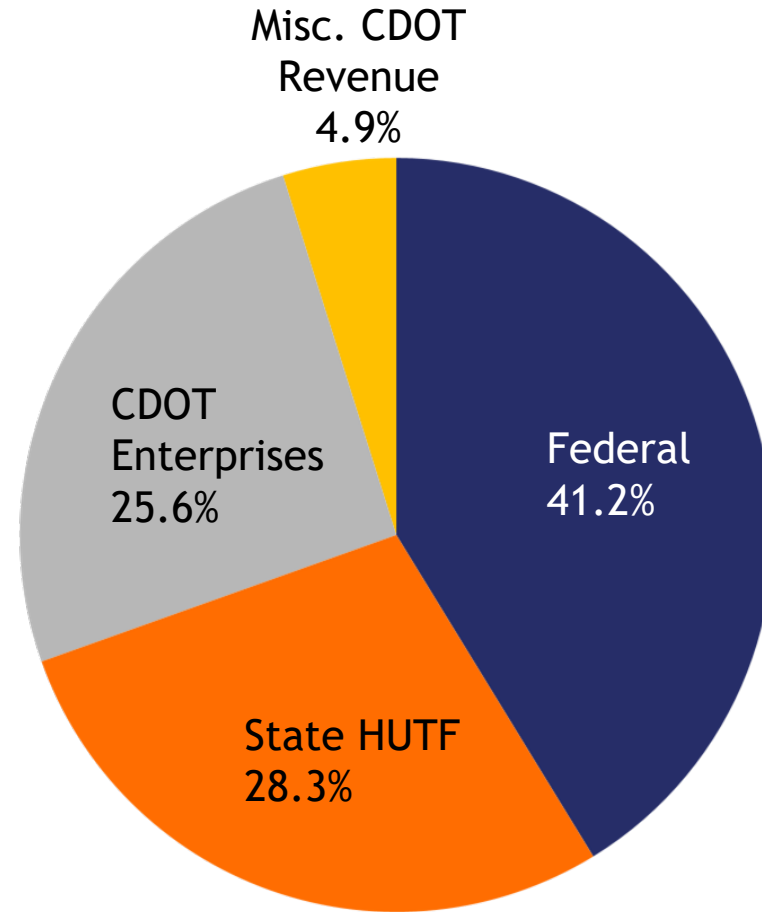
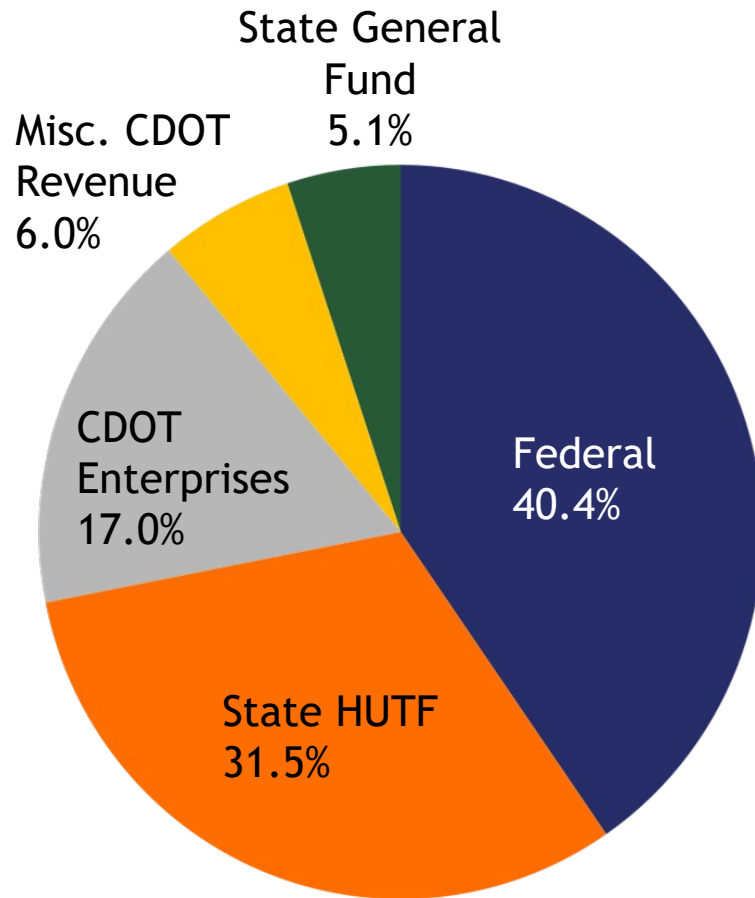




2050 Long Range Revenue Forecast Year over year Comparison

2025: \$2.18B

2050: \$3.45B





2050 Long Range Revenue Forecast State Enterprises

Bridge and Tunnel Enterprise

- Created by SB 09-108 (FASTER)
- Funding sources
 - Bridge Safety Surcharge (FASTER)
 - Bridge and Tunnel Impact Fee (SB 21-260)
 - Retail Delivery Fee (SB 21-260)
 - FHWA Revenue

Colorado Transportation Investment Office

- Created by SB 09-108 (FASTER)
- Funding Sources
 - Toll and fine revenue on express lane corridors
 - Congestion Impact Fee (SB 24-184)



2050 Long Range Revenue Forecast State Enterprises Continued

Clean Transit Enterprise

- Created by SB 21-260 (Sustainability of the Transportation System)
- Funding Sources
 - Retail Delivery Fee (SB 21-260)
 - Oil and Gas Production Fee (SB 24-230)

Nonattainment Area Air Pollution Mitigation Enterprise

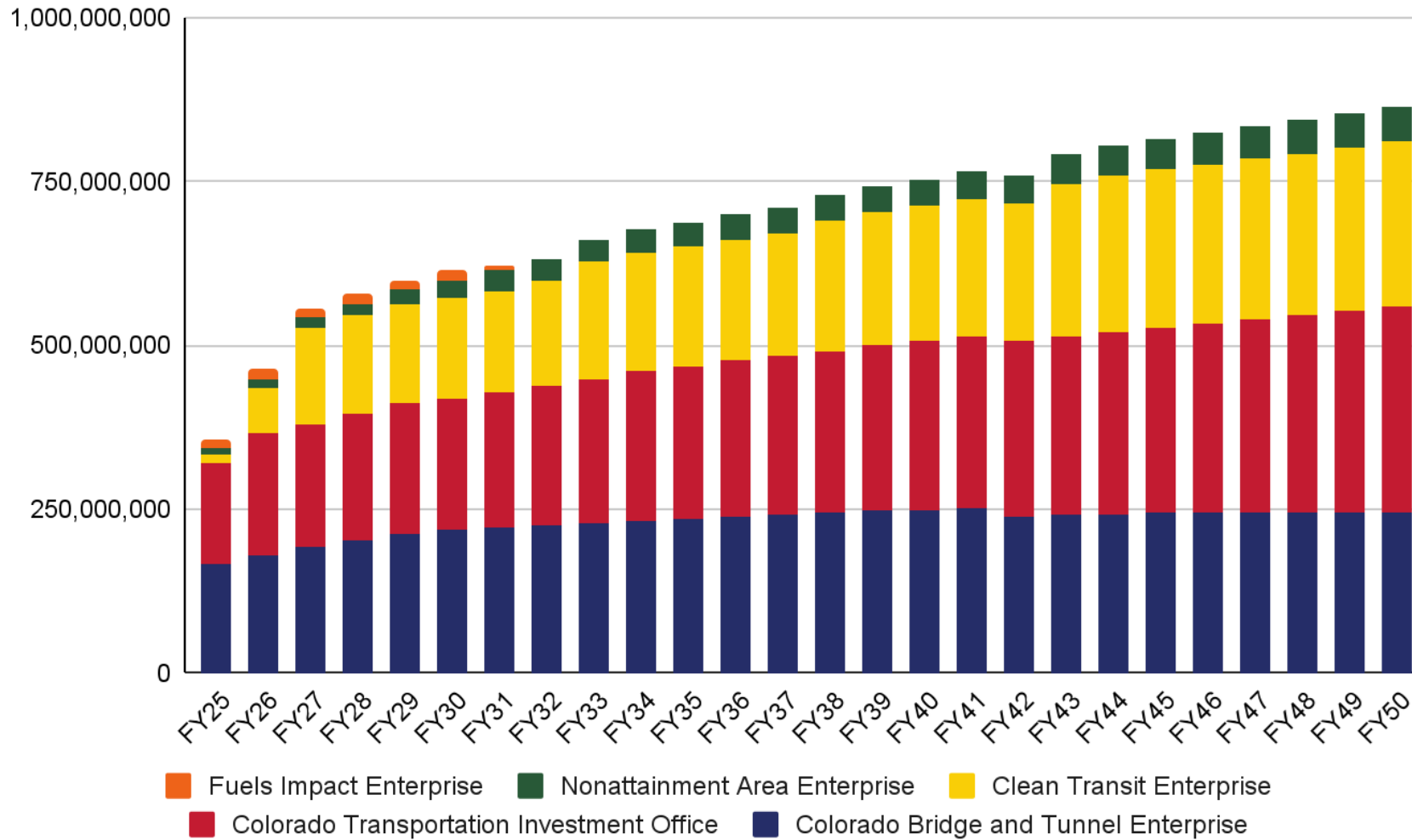
- Created by SB 21-260 (Sustainability of the Transportation System)
- Funding Sources
 - Retail Delivery Fee (SB 21-260)
 - Rideshare Fee (SB 21-260)

Fuels Impact Enterprise

- Created by SB 23-280 (Hazardous Material Mitigation)
- Funding Sources
 - Fuel Impacts Reduction Fee (SB 23-280)



2050 Long Range Revenue Forecast State Enterprise Summary





2050 Long Range Revenue Forecast

Key Considerations

- Revenues are expected to grow at an average rate of approximately 2% through the forecast period (compared to approximately 2.45% CPI over the last 30 years).
- Despite not keeping up with inflation, the 2050 revenue forecast is 25% higher than the 2045 forecast at the same time period primarily due to new Enterprise revenue and increased federal funding under the IIJA.
- Federal revenues are based on current law (IIJA) with future years growing at 2% annually.
- State revenue inputs and assumptions are based on current law.
- The forecast has been updated to incorporate the impacts of SB 24-14 and SB 24-230, which were passed in the 2024 legislative session.



2050 Long Range Revenue Forecast Key Considerations Continued

- While the forecast assumes a continuation of elevated federal funding levels under the IIJA and historic rates of growth in federal funds (~2%), there remains uncertainty over the long-term sustainability of the federal Highway Trust Fund.
- While state fuel tax and fee revenues are gradually replaced by EV fee revenue over the forecast period, the overall growth in HUTF revenue is expected to slow over the forecast period.
- Off-the-top appropriations continue to grow at a rate greater than overall HUTF revenue (taking an increasing share of HUTF).
- Long-term trend of increased off-the-top appropriations and slowing HUTF growth will make it increasingly difficult to maintain adequate levels of growth in operating programs (maintenance, operations, administration, etc.) reliant on flexible state funding ,and maintain adequate levels of match for federal funds.



Resource Allocation

- Resource allocation is the estimated allocation of revenues from the long-range revenue forecast to individual budget programs or categories of programs for planning purposes.
- Resource allocation provides the basis for fiscal constraint of the Statewide Transportation Plan, 10-Year Plan, Regional Transportation Plans and MPO Plans, MPO Transportation Improvement Programs (TIPs), and the Statewide Transportation Improvement Program (STIP).
- While Resource Allocation may provide a framework for future allocation decisions in the annual budget process it does not establish annual budget amounts or supplant the annual budget process.



Resource Allocation

Key Principles and Assumptions

- Assume the State continues to appropriate funding for SB 267 debt service, limiting CDOT's "share" to \$50 M annually.
- Ensure that operating programs (maintenance, operations, administration, etc.) are able to grow at a reasonable rate over time to the extent permitted by availability of flexible state funds.
- Ensure that the Surface Treatment program is able to grow at a reasonable rate over time.
- After ensuring growth in operating programs and Surface Treatment, maximize 10-Year Plan program allocations.
- Retain flexibility to "grow" other programs (other asset management programs, Innovative Mobility, etc.) by allocating additional dollars and reducing 10-Year Plan allocation.



Resource Allocations

Allocation Methodology

1) Allocations to programs with dedicated revenue sources are based on the revenue forecast for those programs.

- 10-Year Plan (PROTECT, Carbon Reduction/State, Bridge Formula Program)
- Highway Safety Improvement Program
- Railway-Highway Crossings Program
- FASTER Safety
- Freight Programs
- National Electric Vehicle Program
- Bustang
- Aviation System Program
- STBG-Urban
- Congestion Mitigation and Air Quality
- Metropolitan Planning
- Off-System Bridge Program
- Transportation Alternatives Program
- Transit Grant Programs
- Multimodal Options Program - Local
- Carbon Reduction Program - Local
- Revitalizing Main Streets Program
- Planning and Research
- State Infrastructure Bank



Resource Allocation Maintenance Program Areas

2) Allocations to Maintenance Program Areas are based on FY 25 Budget levels, then increase 2.5% annually through FY 32, and ~1.0% annually thereafter.

Increase steps down to ~1.0% in FY 33 when a \$100 M annual General Fund transfer ends. If increased to more than 2.5% in the period through FY 32, allocations would have to be reduced beginning in FY 33.



Resource Allocation Surface Treatment Program

3) Allocations to Surface Treatment Program are based on FY 25 Budget levels, then increase 2.5% annually through FY 32, and ~1.0% annually thereafter.

Increase steps down to ~1.0% in FY 33 when a \$100 M annual General Fund transfer ends. If increased to more than 2.5% in the period through FY 32, allocations would have to be reduced beginning in FY 33.

Allocations to other capital construction asset management programs are based on the approved TAM planning budgets through FY 27, then remain fixed at FY 27 levels.



Resource Allocation Maintenance and Operations

4) Allocations to other maintenance and operations programs are based on FY 25 Budget levels, then increase 2% annually through FY 32, and ~1.0% annually thereafter.

- Maintenance Reserve Fund
- Property*
- Capital Equipment*
- Real Time Traffic Operations

Increase steps down to ~1.0% in FY 33 when a \$100 M annual General Fund transfer ends. If increased to more than 2.0% in the period through FY 32, allocations would have to be reduced beginning in FY 33.

*Based on TAM budget through FY 27, then grows at 2% from FY 28 through FY 32, and at 0.6% through FY 50.



Resource Allocation Administration

5) Allocations to administration programs are based on FY 25 Budget levels, then increase 2% annually through FY 32, and ~1.0% annually thereafter.

- Administration
- Agency Operations
- Transportation Commission (TC) Contingency

Increase steps down to ~1.0% in FY 33 when a \$100 M annual General Fund transfer ends. If increased to more than 2.0% in the period through FY 32, allocations would have to be reduced beginning in FY 33.



Resource Allocation Concessionaire and Debt Service Programs

6) Allocations to concessionaire and debt service programs are based on payment schedules.

- Express Lanes Corridor Operations and Maintenance
- Debt Service*

*Assumes continued \$90 M annual Treasury appropriation for SB 267 debt service, keeping CDOT share limited to \$50 M annually.



Resource Allocation 10-Year Plan

7) Allocations to all other programs except 10-Year Plan programs are based on FY 25 budget levels, then remain fixed at FY 25 levels.

- Permanent Water Quality Mitigation
- Hot Spots
- ADA Compliance
- Regional Priority Program
- Strategic Safety Program
- ITS Investments
- Innovative Mobility Programs
- Recreational Trails
- Safe Routes to School
- Project Initiatives
- Safety Education
- Structures* - Bridges, Culvers, Tunnels, and Walls
- System Operations* - Intelligent Transportation Systems (ITS) and Traffic Signals
- Geohazards Mitigation*



Resource Allocation 10-Year Plan Continued

8) The resulting residual surplus is allocated to the 10-Year Plan programs, in addition to the previously identified dedicated revenue sources*.

- 10-Year Plan - Capital (45%)
- 10-Year Plan - Mobility (45%)
- 10-Year Plan - Transit and Multimodal (10%)

Proposed 10-Year Plan Allocation Target FY 27 - FY 30: \$250 M

Proposed 10-Year Plan Allocation FY 31 - FY 34: \$200 M

*Actual residual revenue is \$273 M and \$212 M, respectively. Proposed target is rounded down to retain flexibility to potentially address other unmet funding needs.



Resource Allocation Enterprises

9) Allocations to the Enterprises are based on the revenue forecast for those Enterprises with:

- A. Payment schedules for any debt service
- B. FY 25 budget levels for any maintenance, operations or administration programs, growing at 2% annually thereafter
- C. Residual allocated to Project/Grant programs
 - Bridge and Tunnel Enterprise
 - Colorado Transportation Investment Office
 - Clean Transit Enterprise
 - Non-Attainment Area Air Pollution Mitigation Enterprise
 - Fuels Impact Enterprise



Next Steps

October

- Staff will incorporate any feedback from the Transportation Commission into the 2050 Resource Allocation Plan
- Staff will incorporate program distribution formulas for sub-allocated programs to determine planning totals for each Metropolitan Planning Organization through FY 50.



Light Rail bridge over 6th Avenue with view of downtown

Bylaws of the Statewide Transportation Advisory Committee

Approved October 3, 2024

Article I - Name

The name of this committee shall be the Statewide Transportation Advisory Committee (STAC).

Article II - Objective

The Statewide Transportation Advisory Committee advises both the Colorado Department of Transportation (the Department, or CDOT) and the Transportation Commission (the Commission) on the needs of the transportation systems in Colorado, including but not limited to budgets, transportation improvement programs, the statewide transportation improvement program, transportation plans, and state transportation policies, and shall review and provide comment to both the Department and the Commission on all regional transportation plans submitted for the Transportation Planning Regions. The activities of the Committee shall not be construed to constrain or replace the Project Priority Programming Process (4P), formerly known as the county hearing process.

The Statewide Transportation Advisory Committee reviews and comments on all regional and statewide transportation plans submitted by the Transportation Planning Regions and/or the Department.

Article III - Members

Section 1. Each Transportation Planning Region (TPR) shall select a representative to the STAC pursuant to §43-1-1104 C. R. S. (1991).

Section 2. Each Transportation Planning Region shall select alternate(s) to provide representation, in the case of the absence of the STAC representative.

Section 3. The Ute Mountain Ute and Southern Ute Indian Tribes may each appoint voting members to the STAC.

Section 4. A TPR must notify the Director of the Division of Transportation Development (DTD) in writing the name, title, mailing address, telephone number, and electronic mail address of any change in STAC representation prior to the next scheduled STAC meeting or within 30 days, whichever is sooner.

Section 5. The chairperson of the Transit and Rail Advisory Committee (TRAC) shall be a non-voting member of STAC and is entitled to name an alternative representative in the event the chairperson is unable to attend a STAC meeting. Both individuals shall be included by the Department in distributions of all STAC correspondence and notifications. The TRAC shall notify the DTD Director in writing of the name, title, mailing address, telephone number, and electronic mail address of the STAC representative and alternative representative within thirty (30) days of selection.

Article IV - Officers

Section 1. The Offices of the STAC shall consist of a Chairperson and a Vice Chairperson.

Section 2. The Chairperson shall preside at all meetings of the STAC. The Chairperson shall represent STAC with the Transportation Commission. The Chairperson shall work with CDOT staff on agenda setting. The Chairperson shall be a member of the STAC and shall hold office for no more than two (2) consecutive two-year terms.

Section 3. The Vice Chairperson shall perform the duties of the Chairperson in the case of the absence or inability of the Chairperson to perform those duties. The Vice Chairperson shall be a member of the STAC, and shall hold office for no more than two (2) consecutive two-year terms. In the absence of both the Chairperson and the Vice Chairperson, the members present at a meeting of the STAC shall select a Chair pro tem to preside over such meeting.

Section 4. The officers shall perform the duties described in the parliamentary authority under Roberts Rules of Order, and any other duties described in these bylaws.

Section 5. The officers shall be elected by majority vote of members in attendance at a regularly scheduled STAC meeting to serve a term of two (2) years, or until a successor is elected. Their terms of office shall begin upon adjournment of the regular meeting during which the election took place. A single person may serve as Chairperson and then Vice Chairperson, or vice versa, for a total of up to four (4) consecutive terms combined between the two positions.

Section 6. Officer Elections for calendar year 2024 shall be held at the STAC Meeting in October. Subsequent elections shall be held at the STAC meeting in May 2026, and at the May meeting in each even-numbered calendar year thereafter. If a May meeting is not held in an even-numbered year, officer elections shall be held at the next meeting thereafter.

Section 7. In the event the Chairperson should resign from the STAC, the Vice Chairperson shall assume the Chairperson position until the end of the term, and a special election will be held at the next scheduled STAC meeting to elect a Vice Chairperson to serve the remainder of the term.

Section 8. In the event the Vice Chairperson also resigns, a special election will take place at the next scheduled STAC meeting.

Section 9. No person shall hold office if he/she is not a STAC representative, and no representative shall hold more than one office at one time.

Section 10. Each TPR or Tribal Entity shall cast one vote for the Chairperson and Vice Chairperson.

Section 11. To ensure the STAC's leadership represents both rural and urban Colorado, when the Chairperson is elected from a rural TPR or tribe, the Vice Chairperson shall be elected from an urban MPO area, and vice versa. Each position shall rotate so that no consecutive Chairpersons or Vice Chairpersons come from either a rural TPR or tribe, or urban MPO area consecutively, whenever possible during the election process, encouraging the officer positions to equally represent rural and urban Colorado. These offices will switch after each office holder completes one or two terms (e.g., Chair from a rural TPR and Vice Chair from a MPO after one or two elections, then a MPO Chair and TPR Vice Chair after the next one or two elections, etc.).

Article V - Meetings

Section 1. A regular meeting of the STAC shall be held at least quarterly.

Section 2. A notice, meeting materials, and agenda will be sent to each STAC member by the Division of Transportation Development (DTD) for regular meetings at least one week in advance. Emergency agenda items may be considered with a majority vote of the STAC members.

Section 3. All meetings of the STAC shall be open to the public.

Section 4. The majority of the membership shall constitute a quorum. A majority vote of the members present shall be required to carry any motion. A representative may participate via phone, internet or in-person.

Section 5. Meetings may be held virtually, in-person or a combination.

Article VI - Records

The records of the STAC shall be public records and shall be open for public inspection. Minutes shall be recorded for all STAC meetings and shall be approved by the STAC. After approval by the STAC, minutes shall be made a part of the STAC record.

Article VII - Amendment

These bylaws may be amended at any regular or special meeting of the STAC by a two-thirds vote of the membership, provided that previous notice of the amendment was given to all members at least two weeks in advance.

Article VIII - Ad Hoc Committee

Ad Hoc committees can be formed by STAC or appointed by the Chairperson as necessary.