

## **Board Work Session Summary**

Wednesday, December 4, 2024

Meeting held via Zoom

### **Members/Alternates Present**

Jeff Baker, Chair	Arapahoe County
Steve O'Dorisio	Adams County
Claire Levy	Boulder County
Adam Paul	City and County of Denver
Kevin Flynn	City and County of Denver
Andy Kerr	Jefferson County
Angela Lawson	City of Aurora
Nicole Speer	City of Boulder
Greg Mills	City of Brighton
Deborah Mulvey	City of Castle Pines
Tim Dietz	Town of Castle Rock
Tammy Maurer	City of Centennial
Steve Douglas	City of Commerce City
Steve Conklin	City of Edgewater
Emily Baer	Town of Erie
Ray Byrd	Town of Firestone
Windi Padia	Town of Frederick
Paul Haseman	City of Golden
Chuck Harmon	Town of Idaho Springs
Brian Wong	City of Lafayette
Jeslin Shahrezaei	City of Lakewood
Stephen Barr	City of Littleton
Marissa Harmon	City of Lone Tree
Joan Peck	City of Longmont
Judi Kern	City of Louisville
Hollie Rogin	Town of Lyons
Richard Kondo	City of Northglenn
John Diak	Town of Parker
Justin Martinez	City of Thornton
Bud Starker	City of Wheat Ridge
Darius Pakbaz	Colorado Department of Transportation

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Michele Riccio, Lucas Workman, Jenni Hall, Adams County; DJ Beckwith, Zeke Lynch, Art Griffith, Douglas County; Mac Callison, Aurora; Kent Moorman, Thornton; John Gardocki, Colorado Department of Transportation; Max Haynes, Office of Senator Michael Bennet; Matt Frommer, George Lux, Citizens; and DRCOG staff.

Chair Jeff Baker called the meeting to order at 4:00 p.m.

### **Public Comment**

There was no public comment.

### **Proposed Economic Development District Advisory Committee**

Flo Raitano provided an overview of the committee to the Board. In September 2024, the Board of Directors unanimously approved pursuing an Economic Development District (EDD) designation from the Economic Development Administration (EDA), which necessitated forming an oversight committee. This committee would be responsible for annual updates to the Comprehensive Economic Development Strategy (CEDS), prioritizing initiatives, and establishing external partnerships. Dr. Raitano proposed the formation of a standing committee to manage these responsibilities, ensuring public engagement and accountability. The committee's membership would include up to four DRCOG Board members, the Executive Director or a designee, and representatives from economic development, labor, workforce, and community organizations. Additionally, it would feature representatives from local economic development agencies, chambers of commerce, education institutions, major employers, and financial institutions. The appointment process would involve designations by specific entities and recommendations by the DRCOG Executive Director, with officers elected to serve two-year terms starting in 2025.

Executive Director Rex elaborated on the committee appointment process and covered how community-facing roles would be filled, with a preference for external organizations nominating their representatives rather than using DRCOG's internal selection process. Board members raised concerns about ensuring representation for smaller communities and the entrepreneurial sector, both of which were acknowledged as priorities. There was a suggestion to broaden membership to include newly formed economic development entities, particularly in areas not covered by existing groups like Denver South. Dr. Raitano confirmed that additional economic development groups, such as those in Adams and Jefferson counties, would be considered. The conversation underscored the importance of balancing regional economic representation while fostering an inclusive and structured advisory framework for the EDD initiative.

### **2050 Regional Transportation Plan Scenario Planning Introduction**

Ron Papsdorf introduced Alvan-Bidal Sanchez to present an overview of the scenario planning for the plan to the directors. Anticipated demographic and economic shifts in the region over the next 20 to 30 years will have a significant impact on transportation. Fewer workers in the region will mean fewer trips being taken, which is reflected in DRCOG's travel models. With advancements in modeling tools, projections now show a significant reduction in the working-age population and an increase in the older adult population, influencing travel behaviors and service demands. Additionally, data indicates a rise in households with no workers, which means fewer work-related trips, whether by individual vehicles or public transit. Due to this economic shift, there is anticipation of a decline in middle-income households (\$70,000–\$150,000), which could alter transportation patterns, vehicle ownership, and reliance on transit. Compared to the previous 2050 forecast, the region is expected to have 231,000 fewer residents, 212,000 fewer jobs, and 130,000 more households without someone in the home working, signaling slower but continued growth.

These trends will lead the region to a projected 7% reduction in person trips, including a 5% decline in vehicle trips, a 28% drop in transit use, and a 14% decrease in bicycle and pedestrian trips compared to prior expectations. This will lead to a 5% decrease in vehicle miles traveled per capita and a reduction in traffic congestion. However, with these changes, meeting greenhouse gas emission reduction targets may become even more challenging. To better understand and plan for the region's future transportation needs, Mr. Sanchez sought input from the Board through an interactive exercise. Directors were asked to consider key demographic and economic trends, such as the impact of work-from-home arrangements, shifts toward a service-focused economy, and technological advancements like automation, microtransit, and electric vehicle infrastructure. The discussion highlighted the importance of adapting transportation planning to evolving population dynamics, economic conditions, and emerging technologies.

### **Adjournment**

The meeting adjourned at 5:34 p.m.