

**Attachment A**  
**Meeting Summary**  
**Transportation Advisory Committee**  
**Monday, July 22, 2024**

**\*In-person meeting with Virtual Option for Public (Via Zoom)**

**Members (or Voting Alternates) Present:**

Kellee Van Bruggen (Alternate)	Adams County – City of Arvada
Brent Soderlin	Arapahoe County – City of Littleton
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Alex Hyde-Wright	Boulder County
Gerrit Slatter (Alternate)	Boulder County – City of Boulder
Phil Greenwald (Alternate)	Boulder County – City of Longmont
David Gaspers	Denver, City & County
David Krutsinger (Alternate)	Denver, City & County
Jonathan Webster (Alternate)	Denver, City & County
Justin Schmitz (Vice-Chair)	Douglas County – City of Lone Tree
Christina Lane	Jefferson County
Mike Whiteaker	Jefferson County – City of Lakewood
Maria D’Andrea	Jefferson County – City of Wheat Ridge
Kevin Ash	Southwest Weld County – Town of Frederick
Jeff Boyd	Housing Special Interest Seat
Hilary Simmons	Older Adults Special Interest Seat
Brodie Ayers	Aviation Special Interest Seat
Frank Bruno	Via Mobility
Carson Priest	Transportation Demand Management Seat
Jordan Rudel	Colorado Department of Transportation Region 1
James Eussen (Alternate)	Colorado Department of Transportation Region 4
Tom Moore	Regional Air Quality Council
Ron Papsdorf	Denver Regional Council of Governments
Bill Sirois	Regional Transportation District
Rick Pilgrim	Environmental Special Interest Seat
Angie Rivera-Malpiede	Equity Special Interest Seat

**Members Attending Virtually or Additional Alternates Present:**

Aaron Bustow	Federal Highway Administration (ex-officio)
Emma Belmont (Alternate)	Federal Transit Administration (ex-officio)
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Chris Montoya (Alternate)	Adams County – City of Brighton
Tom Reiff	Douglas County – Town of Castle Rock
Art Griffith	Douglas County
Larry Nimmo (Alternate)	Douglas County – City of Castle Pines
Zeke Lynch (Alternate)	Douglas County

**Public:** Patrick Stanley, Deanna McIntosh, Josie Thomas, Bridget Hart, Hannah Polow, Chris Chovan, Evan Pinkham, Jen Lambrick, Danny Herrmann, JoAnn Mattson, Jeanne Shreve, Victor Rachael, Binebeb Terefe, Denise Beckwith.

**DRCOG staff:** Josh Schwenk, Max Monk, Sang-Gu Lee, Cam Kennedy, Jacob Riger, Aaron Villere, Steve Cook, Emily Lindsey, Carolyn Klamm, Kaitlyn Service, Alvan-Bidal Sanchez, Sheila Lynch, Cole Neder, Brad Williams, Ala Alnawaiseh.

### **Call to Order**

Vice Chair Justin Schmitz called the meeting to order at 1:30 p.m.

### **Public Comment**

Jacob Riger thanked Shawn Poe for his years on this committee and with Commerce City and wished him well in his future endeavors. Ron Papsdorf announced that the Denver Regional Council of Governments, commonly known as DRCOG, was recently awarded over \$199 million from the Environmental Protection Agency Climate Pollution Reduction Grant program. This initiative will focus on the electrification of primarily residential buildings to reduce carbon emissions.

### **June 24, 2024 Transportation Advisory Committee Meeting Summary**

The summary was accepted.

### **Discussion Items**

#### *Northwest Rail Update*

Cole Neder, Senior Transit Planner introduced Patrick Stanley, Engineering Programs Manager, RTD Capital Programs, who provided a project update on the Northwest Rail Peak Service Study. The update included a description of RTD's efforts to finalize the peak hour service feasibility study, the infrastructure requirements such as new stations and track improvements needed for peak hour rail service, and an overview of community and stakeholder engagement efforts and feedback. The study continues to define the Base Configuration that would provide Peak Service by coordinating with existing railway operators, evaluating operational requirements, and identifying costs and funding needs.

Angie Rivera-Malpiede inquired about the expense of riding the train, as well as which languages were used for the surveys, and did the dialogue with the community include wage workers. Patrick Stanley replied that the fare for riding will be the current RTD base fare, which is currently \$2.75 each way. Documents were made available in Spanish and English, and interpreters were available at the open house events. Many members of the community, including wage workers and students, were spoken with to seek their input.

David Krutsinger mentioned that in the Shared Stations map the Front Range Passenger Rail has stations every 10-15 miles and inquired if that would be compatible with Northwest Rail. Patrick Stanley stated that RTD is trying to preserve maximum compatibility with Front Range Rail, but the Northwest Rail project will also have its own unique characteristics.

### *Livable Centers Small-Area Planning Set-Aside*

Kaitlyn Service, Senior Planner, Regional Planning and Plan Implementation informed the committee that The Livable Centers small-area planning set aside is a DRCOG-led technical assistance program in the Fiscal Year 2024-2027 Transportation Improvement Program. The goals of this program are to:

- Increase housing and employment in connected urban centers.
- Support investment in multimodal enhancements and transit access along corridors connecting centers.
- Promote investment/reinvestment in existing communities.
- Increase opportunities for diverse housing accessible by multimodal transportation.
- Improve access to and from the region's developed and emerging housing and employment centers.
- Improve multimodal access to employment, commerce, educational, cultural, and recreational opportunities for residents of all ages, incomes, and abilities.

To achieve these goals, DRCOG will fund and manage various small-area planning projects in partnership with local agencies. An estimated \$2,500,000 is available for the full four-year set-aside program, with \$1.25 million expected to be spent each of the two, 2-year cycles. Non-federal match will be provided using state toll credits.

Bryan Weimer inquired about the decision-making process between DRCOG staff and local jurisdictions, particularly if there are different perspectives. Kaitlyn Service replied that it will vary and be specific per project, but ultimately it is a partnership. Ron Papsdorf added that DRCOG is managing this program because we can help facilitate a more efficient contracting process for their grants and this will be a team effort.

### *Innovative Mobility Set-Aside*

Emily Lindsey, Program Manager, Active and Emerging Mobility, discussed that the innovative mobility set-aside is designed to invest in collaborative efforts that further innovative mobility planning, preparedness, and feasibility analyses. Staff will solicit project proposals focused on challenges associated with topics including, but not limited to, curbside management, emerging modes, shared mobility, mobility as a service, transportation electrification, connected and automated vehicles, mobility data, and mobility hubs. The anticipated call for project proposals, via a short letter of interest statement is anticipated later this summer. In advance of the call for project proposals, partner agency staff are encouraged to reach out to DRCOG staff to discuss potential project ideas.

### *Regional Bus Rapid Transit Update*

Jacob Riger, Multimodal Transportation Planning Manager, discussed that the Regional BRT Partnership has been established to help execute the regional BRT network outlined in DRCOG's 2050 RTP. The region has committed to implementing eleven BRT corridors by 2050, and five of them by 2030, to help meet the region's mobility, equity, and other goals, as well as to help meet federal air quality conformity and state

transportation greenhouse gas emission reduction requirements. The Regional BRT Partnership is currently addressing the following three major issues: Developing a comprehensive and innovative funding and financing strategy for the remaining BRT corridors. Defining the various components and elements of BRT and how those characteristics should be consistent across the entire system as well as accounting for the unique context of each corridor. Leverage resources and efficiencies across multiple BRT corridors and projects, and how to evolve the Partnership's efforts, structure, and activities to support its work overtime.

#### Administrative Items

##### *Member Comment/Other Matters*

- Advanced Mobility Partnership Update

Carson Priest stated that the Advanced Mobility Partnership, commonly known as the AMP, met in June and heard several informational briefings on micro-transit efforts around the region, including Lone Tree's Link on Demand, RTD's Partnership Program, and DRCOG's ongoing micro-transit study.

Next Meeting – August 26, 2024

#### **Adjournment**

There were no additional comments and the meeting adjourned at 3:07 p.m.