

Attachment A
Meeting Summary
Transportation Advisory Committee
Monday, October 28, 2024

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

Members (or Voting Alternates) Present:

Jenna Hahn	Adams County – City of Commerce City
Kent Moorman	Adams County – City of Thornton
Michele Riccio	Adams County
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Brent Soderlin	Arapahoe County – City of Littleton
Michelle Melonakis (Alternate)	Boulder County – City of Lafayette
Alex Hyde-Wright	Boulder County
Sarah Grant (Chair)	Broomfield, City & County
Jennifer Hillhouse	Denver, City & County
David Gaspers	Denver, City & County
David Krutsinger (Alternate)	Denver, City & County
Zeke Lynch (Alternate)	Douglas County
Tom Rieff	Douglas County – City of Castle Rock
Christina Lane	Jefferson County
Mike Whiteaker	Jefferson County – City of Lakewood
Maria D’Andrea	Jefferson County – City of Wheat Ridge
Jeff Boyd	Housing Special Interest Seat
Hilary Simmons	Older Adults Special Interest Seat
Brodie Ayers	Aviation Special Interest Seat
Carson Priest	Transportation Demand Management Seat
Angie Rivera-Malpiede	Equity Special Interest Seat
Frank Bruno	Via Mobility Special Interest Seat
Jessica Myklebust	Colorado Department of Transportation Region 1
James Eussen (Alternate)	Colorado Department of Transportation Region 4
Doug Rex (Alternate)	Denver Regional Council of Governments
Chris Quinn (Alternate)	Regional Transportation District

Members Attending Virtually or Additional Alternates Present:

Jean Sanson	Boulder, City & County
Phil Greenwald (Alternate)	Boulder County – City of Longmont
Jordan Rudel (Alternate)	Colorado Department of Transportation Region 1
Elizabeth Relford (Alternate)	Southwest Weld County
Kyra Reumann-Moore (Alternate)	Regional Air Quality Council
Jonathan Webster (Alternate)	Denver, City & County
Jennifer Bartlett (Alternate)	Denver, City & County
Emma Belmont (Alternate)	Federal Transit Administration (ex-officio)
Aaron Bustow	Federal Highway Administration (ex-officio)
Mike Vanatta (Alternate)	Jefferson County

Kellee Van Bruggen (Alternate)	Adams County – City of Arvada
Chris Chovan (Alternate)	Adams County – City of Westminster
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Jim Katzer (Alternate)	Arapahoe County
Victor Rachael (Alternate)	Arapahoe County – City of Englewood
Art Griffith	Douglas County

Public: Shawn Poe, Joellen Meyer, John Gardocki, Dee McIntosh, Josie Thomas, JoAnn Mattson, Robert Simmons, Rinal Chheda, Jon Girand, Andrew Valdez, Jason Szabatura, Madi Sydnor

DRCOG staff: Josh Schwenk, Max Monk, Cam Kennedy, Todd Cottrell, Carolyn Klamm, Jacob Riger, Alvan-Bidal Sanchez, Cole Neder, Ala Alnawaiseh, Emily Lindsey, Robert Spotts, Jenny Wallace, Erik Braaten, Kellsie Forfar-Jones, Corey McGinnis, Sang Gu Lee, Malorie Miller

Call to Order

Chair Sarah Grant called the meeting to order at 1:30 p.m.

Public Comment

There was no public comment.

August 26, 2024 Transportation Advisory Committee Meeting Summary

The summary was accepted.

Action Items

Fiscal Year 2024-2027 Transportation Improvement Program Amendments

Josh Schwenk, Senior Planner, discussed the proposed amendments to the Fiscal Year 2024-2027 Transportation Improvement Program, which has been found to comply with the current Transportation Improvement Program amendment procedures as contained within the Board-adopted Policies for Transportation Improvement Program Development and conform with the State Implementation Plan for Air Quality.

Kent Moorman moved to recommend to the Regional Transportation Committee the attached project amendments to the Fiscal Year 2024-2027 Transportation Improvement Program. The motion was seconded and passed unanimously.

Amendments to the Policies for the Fiscal Year 2024-2027 Transportation Improvement Program Set-Aside Programs

Josh Schwenk, Senior Planner, discussed that this document compiles the policies and procedures for each of DRCOG's TIP set-aside programs into one document which can be easily referenced by any interested applicant to DRCOG's various transportation funding programs. However, significant changes have occurred since the adoption of this document including:

- Adoption of the Transportation Demand Management Strategic Plan.
- Successful pilots of the Transportation Corridor Planning and Community-Based Transportation Planning programs lead to lessons learned for DRCOG-led planning programs.

- Development of intergovernmental agreements with the Colorado Department of Transportation and further development for the four new set-aside programs (Transportation Corridor Planning, Innovative Mobility, Livable Centers Small-Area Planning, and Community-Based Transportation Planning).
- Changes to state digital accessibility policy which may impact website management.
- General refinement of project procedures and evaluation criteria.

To account for these changes, staff have worked to update the TIP Set-Aside Policy document. Minor additional revisions were made following input received at the August TAC meeting.

Bryan Weimer moved to recommend to the Regional Transportation Committee the attached amendments to the Policies for 2024-2027 Transportation Improvement Program Set-Aside Programs. The motion was seconded and passed unanimously.

Discussion Items

Public Engagement Plan Update

Kellsie Forfar-Jones, Public Engagement Planner, mentioned that since the plan was last amended in 2021, DRCOG has developed new plans and programs, refined existing strategies, and explored equitable engagement strategies. The update is planned to include:

- Information on virtual strategies, enhanced following the COVID-19 pandemic.
- Evaluation of piloted innovative public engagement strategies.
- Additional content regarding requirements and engagement techniques for Regional Planning and Development and the Area Agency on Aging.
- Minor revisions to increase readability and usability.

Kent Moorman inquired about how the new decarbonization component of DRCOG will affect the Public Engagement Plan. Jacob Riger replied that this plan is meant to be universal but anytime staff undertake a major project, an engagement plan will be developed specific to that project. The Public Engagement Plan serves more as an over-arching guidebook for how DRCOG conducts public engagement throughout the agency.

Bryan Weimer asked how this plan connects with the Title VI Plan. Alvan-Bidal Sanchez replied that this is a key piece of how DRCOG works with marginalized communities and this plan helps ensure language is consistent across all our various plans.

DRCOG Crash Data Dashboard Demonstration

Greg Conant, Senior Geographic Information System Analyst, discussed that staff developed the Crash Data Dashboard in 2024 to provide the public, local governments, and other stakeholders with the ability to visualize and analyze crash data through a free-to-use web-based platform. The data underlying the dashboard covers a rolling five-year period of crash data for the Denver region and will be updated annually as new

data is made available. The current data is for the years 2018 through 2022. Every data point in the dashboard reflects one or more human lives impacted by a crash, a reminder that behind the statistics are real people and real communities. A goal of this effort is to increase access to regional crash data and reduce serious crashes through positive behavioral and institutional shifts informed by data-driven analysis. After explaining the background and context, he then conducted an interactive demonstration of the dashboard's functionality and capabilities.

David Gaspers inquired if a user could query by facility type. Greg Conant replied that a user could look up road location descriptions that include driveways or intersections. However, facility type is not currently a specific searchable query, although that idea is one the team will consider for the future enhancements to the dashboard.

Bryan Weimer asked if projects that address safety issues could be included in the dashboard data layers. He also asked if and how traffic volume rates were used in the analysis. Greg replied that it would be very difficult to include individual projects; the dashboard focuses on regional crash data trends, though trends over time can be analyzed. Additionally, Greg noted that traffic volume rates were not used, but could be added in the future.

Zeke Lynch inquired if DRCOG will require the use of this tool as part of the Transportation Improvement Program application process. Todd Cottrell answered that that decision has not been made yet, but historically DRCOG has provided access to this data. This tool will be available for a TIP applicant. Doug Rex noted that determination is ultimately made by the Board.

Kent Moorman inquired about getting crash data quicker from CDOT to help make improvements to help reach the goal of Vision Zero quicker. Jessica Myklebust replied it takes time to get the data to go through the system due reconciliation required between different data layers. Jessica Myklebust mentioned that since this question has been asked at least twice within the last six months at TAC, perhaps CDOT can give a presentation in the future on this topic. Jacob Riger concurred with Jessica Myklebust's statement and discussed DRCOG's work on the Regional Crash Data Consortium to address this issue. Jacob stated crash data processing takes longer in Colorado than in many other states due to legislative and other issues, while some other states are able to process and make crash data available much more quickly, such as in Wisconsin. In Colorado, the Department of Revenue is the custodian of record for crash data, and DOR, CDOT, and DRCOG work together to process crash data for the region. That said, Jacob emphasized that DRCOG and others continue to work to shorten this process to make crash data available more quickly.

2050 Metro Vision Regional Transportation Plan Major Update Kickoff

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, discussed since the original adoption in 2021, numerous plans and programs have been initiated or completed that will be reflected in the updated 2050 RTP. On adoption, the 2050 RTP must meet federal fiscal constraint requirements, meaning there must be reasonably expected funding to implement the proposed project. The 2050 RTP must also meet federal air quality conformity requirements and state transportation

greenhouse gas emission reduction requirements, among other state and federal requirements.

Zeke Lynch asked how local agencies can be most effective in terms of the regional planning process and how can local agencies help DRCOG through this. Alvan-Bidal Sanchez stated communication throughout this endeavor will be extremely important, especially during the candidate project solicitation phase which begins summer of 2025.

Mac Callison stated that the scenario planning process recognizes the linkage between transportation and land use and asked how local jurisdictions can best interface moving forward with the regional transportation system. Alvan-Bidal Sanchez replied that the original roadway system effort will be concurrent with the scenario analysis effort and Jacob Riger added that it is a federal requirement that DRCOG shows land use and growth assumptions as part of the 2050 Regional Transportation Plan. Local planning might define a more robust roadway system or more robust land use assumptions at the local level than DRCOG might at the regional level. The goal is not for the plans to be identical since they cover different geographies and scales, but to ensure general consistency.

David Krutsinger asked about the environmental and financial perspectives on the overall long-range transportation process. Jacob Riger stated that DRCOG is a stakeholder in the Transportation Environmental Resource Council and will leverage TERC and other resilience-related resources during the planning process. Jacob also expressed appreciation for the financial resource ideas mentioned.

Kent Moorman mentioned the Board is very focused on housing and asked how that will be married to the conversation on transportation. Additionally, he asked if water availability will be a decision in small-area forecasting? Alvan-Bidal Sanchez stated the most recent scenario analysis did look at the housing distribution question and the topic of housing will be important in this plan update. In terms of water availability, the plan will look at resiliency more than in previous cycles so water availability may be included. Michelle Melonakis stated that new density requirements as well as water availability need to play a role in this plan because that issue is directly tied to housing.

2050 Regional Transportation Plan Scenario Planning Introduction

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, discussed as the next major update to the RTP begins, staff is interested in completing a new scenario analysis to further refine the investment priorities identified in the 2050 RTP. The objective will be to understand how and to what extent each scenario influences regional relationships between urban form, transportation system approaches, travel, and mobility patterns.

David Gaspers inquired about how well Colorado is retaining its older adults compared to historical trends. Corey McGinnis stated that data from the State Demography Office and its forecast assumes that older adults will generally age in place and there won't be a significant outmigration of aging adults. Corey also agreed with David Gasper's statement that even though Colorado is no longer growing at the same pace as it was in previous decades, the state continues to see growth, coupled with larger trends such as

the decline in fertility rates. Doug Rex added that Colorado still has a growth rate higher than the national average and Colorado has the third fastest growing aging population by state. Additionally, households with children are expected to remain the same between now and 2050 while households without children are expected to steeply increase. These factors will need to be taken into consideration when designing the type of housing we need as a state to accommodate that unique type of growth.

Kent Moorman stated that the projection indicates a 28% decrease in transit and inquired if the transit types will remain the same or if DRCOG will try to model newer forms of transit. Alvan-Bidal Sanchez stated the 2050 results include the investments in the fiscally constrained Regional Transportation Plan. He noted other transit types that are not fixed routes or rapid transit, such as e-bikes or e-scooters, are more difficult to model.

Alex-Hyde Wright pointed out that in terms of the transportation impacts from changes to the model, the new 2050 forecast shows a reduction only from what was originally predicted in 2050, and there will still be a significant increase from where things stand today. Alvan-Bidal Sanchez agreed that is what the data is showing. Jacob clarified that the 2050 results being shown reflect how the adopted 2050 RTP would have performed with the updated land use analysis, and this is a starting point to consider what changes need to be made to the 2050 RTP.

Administrative Items

Member Comment/Other Matters

Jacob Riger welcomed Malorie Miller, Senior Planner and Project Manager of the Ride Alliance Human Service Transportation Trip Exchange Hub project to the Transportation Planning and Operations team.

Doug Rex stated that he presented to the Calgary Metropolitan Regional Board (CMRB) last week and they were intrigued by our concept of the TAC and admired that we have this committee to discuss technical issues and help advise the Board. The CMRB is planning to implement an equivalent to this committee to help shape their future conversations with their Board.

Next Meeting – November 18, 2024

Adjournment

There were no additional comments and the meeting adjourned at 3:37 p.m.