

Attachment A
Meeting Summary
Transportation Advisory Committee
Monday, January 27, 2025

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

Members (or Voting Alternates) Present:

Kent Moorman	Adams County – City of Thornton
Jenna Hahn	Adams County – City of Commerce City
Michele Riccio	Adams County
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Jim Katzer (Alternate)	Arapahoe County
Victor Rachael (Alternate)	Arapahoe County – City of Englewood
Michelle Melonakis (Alternate)	Boulder County – City of Lafayette
Alex Hyde-Wright	Boulder County
Jean Sanson	Boulder, City & County
Sarah Grant (Chair)	Broomfield, City & County
Jennifer Bartlett (Alternate)	Denver, City & County
David Krutsinger (Alternate)	Denver, City & County
Jonathan Webster (Alternate)	Denver, City & County
Art Griffith	Douglas County
Justin Schmitz (Vice Chair)	Douglas County – City of Lone Tree
Tom Reiff	Douglas County – Town 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
Kevin Ash	Southwest Weld – Town of Mead
Angie Rivera-Malpiede	Equity Special Interest Seat
Frank Bruno	Via Mobility Special Interest Seat
Brad Revare	Non-Motorized Special Interest Seat
Jessica Myklebust	Colorado Department of Transportation Region 1
Ron Papsdorf	Denver Regional Council of Governments
Kyra Reumann-Moore (Alternate)	Regional Air Quality Council
Chris Quinn (Alternate)	Regional Transportation District
James Eussen (Alternate)	Colorado Department of Transportation Region 4
Marissa Gaughan (Alternate)	Colorado Department of Transportation Division of Transportation Development

Members Attending Virtually or Additional Alternates Present:

Jeff Dankenbring	Arapahoe County – City of Centennial
Chris Hudson (Alternate)	Douglas County – Town of Parker
Larry Nimmo (Alternate)	Douglas County – City of Castle Pines
Chris Chovan (Alternate)	Adams County – City of Westminster
Mike Vanatta (Alternate)	Jefferson County
Phil Greenwald (Alternate)	Boulder County – City of Longmont

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Wally Weart	Freight Special Interests Seats
Zeke Lynch (Alternate)	Douglas County
Brodie Ayers	Aviation Special Interests Seat
Emma Belmont (Alternate)	Federal Transit Administration (ex-officio)
Aaron Bustow (Alternate)	Federal Highway Administration (ex-officio)
Carson Priest	Transportation Demand Management Special Interest Seat

Public: John Gardocki, Leah Langerman, Stacy Tschuor, Jillian Mauer, William Johnson, Robert Simmons, Camilla Soechtig, Shawn Poe, JoAnn Mattson, Kelly Leadbetter, DJ Beckwith, Madi Sydnor

DRCOG staff: Josh Schwenk, Max Monk, Nora Kern, Cam Kennedy, Carolyn Klamm, Jacob Riger, Steph Piperno, Sang-Gu Lee, Erik Braaten, Malorie Miller, Todd Cottrell, Cole Neder, Ala Alnawaiseh, Emily Lindsey

Call to Order

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

Public Comment

Jacob Riger announced that Kevin Ash, now with the Town of Mead, remains Southwest Weld County's member. Additionally, Evan Pinkham, who is succeeding Elizabeth Relford on this committee, is the new alternate member for Southwest Weld County.

December 16, 2024 Transportation Advisory Committee Meeting Summary

The summary was accepted.

Action Items

Amendments to the Fiscal Year 2024-2027 Transportation Improvement Program

Josh Schwenk, Senior Planner, explained that the region's transportation planning process allows for Board-approved amendments to the current TIP on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the Transportation Improvement Program. The proposed amendments to the 2024-2027 TIP have been found to conform with the State Implementation Plan for Air Quality.

David Krutsinger moved to recommend to the Regional Transportation Committee the attached project amendments to the 2024-2027 TIP. The motion was seconded and passed unanimously.

2025 Federal Safety Targets and Adjusted Federal Bridge Condition Targets

Carolyn Klamm, Assistant Planner, explained that federal regulations require state departments of transportation and metropolitan planning organizations to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. These areas include safety, infrastructure condition, system performance, transit asset

management, and transit safety. Federal guidance encourages targets to be realistic and achievable because they are short-term in nature. Carolyn described the proposed safety targets and bridge condition targets.

Christina Lane inquired about the proposed target of 38.5% of bridges rated as "good" and speculated if the number could be raised to 40%. Alvan-Bidal Sanchez replied that DRCOG supports CDOT's new target which is why the metric is being raised from 36% to 38.5%. Jessica Myklebust added it is important for DRCOG and CDOT to be aligned with this target and the proposed target is quite aggressive considering the sheer number of bridges in the state.

Justin Schmitz inquired about Vision Zero and the change needed to get the trend line from 2025 to 2040 to reach zero fatalities by 2040. Carolyn Klamm replied that staff feels it is important to maintain the same methodology from year to year since Regional Vision Zero establishes the ultimate goal and annual crash data will continue to fluctuate over time.

Alex Hyde-Wright stated adjusting the slope of the line would keep the methodology the same and reflect the changes needed to be made to reach the 2040 target. Alvan-Bidal Sanchez stated that the average yearly reduction required is already -13 deaths, which is already an aggressive number as a region, and it is important to keep the original metrics that were established in 2020. Jacob Riger added that this also relates to our ability to affect change given federal requirements prescribed in setting these annual targets. The 2025 target is based on the data shown between 2020-2024. Ron Papsdorf also noted the method for calculating federal targets is prescribed by federal regulation.

Michelle Melonakis asked if there is a way to show how the crash data is affected by specific projects the region prioritizes so we can see what the crash rate is before and after those projects. Jacob Riger replied that a single project will not affect regional or statewide crash trends, but that DRCOG strongly prioritizes safety in developing the fiscally constrained Regional Transportation Plan and selecting projects for funding in the Transportation Improvement Program.

Mike Whiteaker inquired about the deadline for reporting safety targets. Jacob Riger stated that the annual target-setting exercise is required by federal law. CDOT sets its targets first and DRCOG then has 180 days after CDOT, which typically means DRCOG has to adopt targets by late February of each year.

Justin Schmidt moved to recommend that the Regional Transportation Committee adopt the 2025 safety targets and revised four-year bridge condition targets for the metropolitan planning organization area as part of federal performance-based planning and programming requirements. The motion was seconded.

Alex Hyde-Wright moved to amend the motion to adopt the 2025 safety targets by adding the requirement to re-adjust the "slope line" to reach zero fatalities by 2040 to the 2025 data point instead of leaving the "slope line" fixed at -13 fatalities per year. The amendment was seconded. The motion failed.

The original motion passed with one vote in opposition by Alex Hyde-Wright.

Discussion Items

Parker Road/Colorado State Highway 83 Multimodal Corridor Study

Jacob Riger, Multimodal Transportation Planning Manager, introduced Jim Katzer, Arapahoe County's Transportation Division Manager, and Stacy Tschuor of David Evans and Associates, who explained that the study was conducted to better understand the existing and forecasted travel and land use conditions and needs in the area. Following concept development, two levels of alternatives evaluation were conducted. As part of this process, 50 location-specific improvement options were developed. The study process also included significant community and stakeholder outreach. Currently, the study team is finalizing project recommendations; a final report and implementation plan will then be prepared.

Jessica Myklebust asked since raised medians were listed in the higher priority projects and since that restricts business owners' access and how they utilize the corridor, have business owners been brought into the conversation. Stacy Tschuor replied that public meetings were held, and several business owners were in the focus groups. Additional conversations with property owners will occur as this work continues.

David Krutsinger asked for additional clarification on the topic of future bus enhancements or BRT. Stacy Tschuor replied that those future options were considered but not included in the scope of this study. Jacob Riger clarified that, while this study was not specifically focused on BRT, the study did include considerations and a foundation for future BRT-specific planning and project development for the corridor.

Crash Data Process

Erik Braaten, Senior Safety Planner, discussed the regional crash data process, including pathways, data flows between organizations, and resulting data quality challenges. Data errors and other challenges can occur at each stage of collection and processing. DRCOG staff have engaged with member governments, state and federal agencies, law enforcement agencies, safety advocates, software vendors, and more to learn about the crash data process and current issues and challenges with crash data in Colorado.

Jessica Myklebust thanked Erik Braaten for presenting on this topic, explaining the details, and helping demystify the process.

Mike Whiteaker asked if there is a way to make sure crash data is indeed shared across all relevant databases across the state, so everyone is on the same page. Erik Braaten stated that DRCOG shares data back with CDOT after staff receives and geocodes it, then CDOT updates its records, but DRCOG does do its part to provide its partners with all necessary data. Ron Papsdorf added that this is a complex process and knowing how crash data is processed is important. He encouraged everyone to consider getting involved in this work.

Advanced Mobility Partnership Annual Update

Emily Lindsey, Active and Emerging Mobility Program Manager, informed the committee that in 2024, the Advanced Mobility Partnership Working Group convened to discuss innovative topics and share information on a variety of emerging trends. Working group presentations included examples from regional and statewide programs. Topics discussed throughout 2024 included: microtransit, mobility hubs, transit-supportive efforts, advanced and innovative mobility funding programs, artificial intelligence and camera technology, and mobility-as-a-service and digital ticketing.

Informational Item

Grant Informational Forms: Community Clean Transportation Assistance Grant Funding Program (CCTAP); Rebuilding American Infrastructure with Sustainability and Equity (RAISE); Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

Jacob Riger, Multimodal Transportation Planning Manager, stated to increase openness across the region. We asked our member governments to submit informational forms on grants they are actively applying for and by the end of last week, we received four completed forms back. Denver, Castle Pines, and Adams County are applying for the RAISE Grant while Arvada is applying for CCTAP. Ron Papsdorf added that RAISE has been modified and rebranded BUILD and if jurisdictions that applied would like an updated letter of support to please reach out.

Jacob Riger stated that staff is aware of other applications that jurisdictions are considering and for the sake of transparency, DRCOG is in discussion with several partners to decide whether to apply for CCTAP for one of the BRT corridors in the 2050 Regional Transportation Plan, the Spear/Leetsdale/Parker corridor, but that decision has not been finalized. Mac Callison stated that Aurora is considering a BUILD grant request for the Montview Mobility Improvement Project. Alex Hyde-Wright mentioned that Boulder County is planning to submit a CCTAP application for Colorado 119 for multimodal improvements.

Administrative Items

Member Comment/Other Matters

Alex Hyde-Wright asked what the process is for communicating DRCOG priorities to CDOT for the 10-Year Plan Update. Jacob Riger replied that regional priorities are expressed through the 2050 Regional Transportation Plan and continuous communication will be ongoing between DRCOG and CDOT.

Jacob Riger also took the opportunity to welcome Steph Piperno to DRCOG as the new Active and Emerging Mobility Planner.

Next Meeting – February 24, 2025

Adjournment

There were no additional comments and the meeting adjourned at 3:20 p.m.