

**Attachment A
Meeting Summary
Regional Transportation Committee
Tuesday, February 18, 2025**

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

Members (or Voting Alternates) Present:

Vince Buzek	Regional Transportation District
Debra Johnson	Regional Transportation District
Karen Benker	Regional Transportation District
Michael Guzman	Regional Transportation District
Yessica Holguin	Colorado Department of Transportation
Shelley Cook	Colorado Department of Transportation
Eula Adams (Alternate)	Colorado Department of Transportation
Karen Stuart	Colorado Department of Transportation
Colleen Whitlow (Vice Chair)	Denver Regional Council of Governments
Deborah Mulvey (Alternate)	Denver Regional Council of Governments
Doug Rex	Denver Regional Council of Governments
Jeff Baker (Chair)	Denver Regional Council of Governments
Erin Clark	Denver Housing Authority
Jeff Kullman	Michael Baker International
Mike Silverstein	Regional Air Quality Council
Skyler McKinley	Auto Club Group

Members Attending Virtually or Additional Alternates Present:

Bill Sirois (Alternate)	Regional Transportation District
Ron Papsdorf (Alternate)	Denver Regional Council of Governments

Public: Brynn Dale, Matt Larsen, Ryan Arthur, DJ Beckwith, Jack Kroll, Jim Katzer, Stacy Tschuor, Leah Langerman

DRCOG staff: Jacob Riger, Cam Kennedy, Josh Schwenk, Brad Williams, Erik Braaten, Max Monk, Sang-Gu Lee, Ala Alhawaiseh, Aaron Villere, Todd Cottrell, Emily Lindsey, Alvan-Bidal Sanchez, Steph Piperno, Malorie Miller

Call to Order

Chair Jeff Baker called the meeting to order at 8:30 a.m.

Public Comment

There was no public comment.

December 17, 2024 Regional Transportation Committee Meeting Summary

The summary was accepted.

Action Items

Amendments to the Fiscal Year 2024-2027 Transportation Improvement Program

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.

Commissioner Karen Stuart moved to recommend to the Board of Directors the attached project amendments to the Fiscal Year 2024-2027 Transportation Improvement Program. The motion was seconded and passed unanimously.

2025 Federal Safety Targets and Adjusted Federal Bridge Condition Targets

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, 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. Alvan-Bidal Sanchez described the proposed safety targets and bridge condition targets.

Jacob Riger noted the January Transportation Advisory Committee's (TAC) discussion about the trend line staff is using calculate the annual reduction needed to achieve DRCOG's targets for zero fatalities by 2040 and zero serious injuries by 2045. Jacob Riger noted that TAC's recommended approval of the safety targets was not quite unanimous, with one dissenting vote relating to the trend line issue.

Commissioner Stuart mentioned that CDOT has been asked to reduce its budget by \$70 million and part of that reduction is in funding for bridge repairs and bridge improvements. Accordingly, these funding reductions could make the proposed bridge condition targets harder to achieve.

Commissioner Yessica Holguin pointed out that with less funding available and with recent data trends, are the proposed targets destined to not be achieved? Alvan-Bidal Sanchez replied that it will be important to review 2024 data, once available, to better understand data variability and patterns. CDOT and DRCOG staff are using the most currently available data to set these targets, which can be revisited in two years.

Jacob Riger added that it is incumbent upon everyone to recognize the limited dollars the region may receive going forward and to spend those dollars in the most effective way possible to promote a culture where safety is prioritized and implemented in ways to help lower the numbers of fatalities and serious injuries.

Director Deborah Mulvey inquired if staff track crash data performance and trends of crashes against ongoing projects to see if the projects are making improvements in their areas. Alvan-Bidal Sanchez replied that part of the Transportation Improvement Program application process includes a safety category that project sponsors respond to. That said, it can be difficult to attribute safety trends to individual projects, but with DRCOG's new Crash Data Dashboard, it is possible to conduct several different types of analyses with safety data.

Director Skyler McKinley stated that his organization issued a report explaining why there has been an 80% rise in pedestrian fatalities since 2009. The data shows that almost all of that increase in fatalities occurs on urban arterial roads at night. Furthermore, the data shows the majority of fatalities happen within four miles of areas that are historically economically and socially disadvantaged.

Director Vince Buzek moved to recommend that the Board of Directors 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 and passed unanimously.

Discussion Items

Parker Road/Colorado 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 alternative evaluations 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.

Commissioner Eula Adams asked how the communities were being notified about these ongoing projects and how they were involved in this process. Jim Katzer replied that several platforms were used including Facebook, Nextdoor, and Twitter/X.

Commissioner Adams replied that going forward, it would be beneficial to reach out to the Homeowner Associations directly to help spread the word and get the message out.

Director Mike Silverstein inquired how Bus Rapid Transit (BRT) interplays with the analysis and whether it will be part of the baseline in terms of the development patterns. Stacy Tschuor replied that this is a designated BRT Corridor, and while the study did not focus directly on BRT, it provides a good foundation for future BRT planning and implementation.

Crash Data Consortium Update

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.

Director Mulvey asked if the data could be pulled from Colorado Parks and Wildlife about wildlife incidents because a lot of times police aren't called, and these incidents don't make their way into a CDOT report. Erik Braaten said that he would reach out about this.

Ride Alliance Update

Malorie Miller, Senior Project Manager, explained that DRCOG received a grant award of \$975,486 through the Strengthening Mobility and Revolutionizing Transportation (SMART) program in July 2024 to upgrade and pilot the Ride Alliance Trip Exchange Hub. This project builds off work from previous funding opportunities used to develop the initial Trip Exchange Hub. There is a significant need for Ride Alliance due to the rapidly aging population in Colorado. The demand for services is increasing astronomically as funding remains limited. Ride Alliance maximizes current resources and is a cost-effective solution to providing regional coordination.

Commissioner Adams inquired if Ride Alliance could partner with ride-share providers such as Uber and Lyft. Malorie Miller replied that Ride Alliance looks to connect with options ranging from Via Mobility and RTD. When it comes to private companies like Uber and Lyft, they don't have paratransit vehicles readily available. Additionally, they do not service every area, especially in rural communities, and drivers need specialized training and other qualifications to assist with older adults and people with disabilities. Ride Alliance wants to create a large network of providers, but they need to meet the needs of the people who need these specific services.

Doug Rex stated that DRCOG does have contracts in place with Lyft and Malorie Miller added that DRCOG's Area Agency on Aging uses a call center to help with trip scheduling where clients can access both Uber and Lyft.

Director Michael Guzman stated the importance of doing this work through a hub instead of having to make a chain of phone calls and various contacts is of extreme importance especially for older adults especially if they have a time-sensitive need.

Director McKinley stated Transportation Network Companies form the core of a lot of transportation systems and are vital for public transit. Unlike private sector companies which are focused on making a profit, if funders of private sector services decide

providing services like those being discussed are not worth funding, they won't. Transit allows for the assurance that it will still function even if it is not making money simply because it is focused on providing a public good.

Jacob Riger compared the Ride Alliance effort to services like Expedia for aggregating flight options, where the point is a coordinated and efficient way to understand viable travel options, regardless of which providers are participating in the platform.

Director Cook added that it would be good for future reference if data could be found regarding denials and if it could be correlated to locations. So, when discussions are being held like the one occurring today, people can look at that reference point.

Administrative Items

Member Comment/Other Matters

Chair Baker took the opportunity to welcome RTD Directors Karen Benker, Chris Gutschenritter, Matt Larsen, and Chris Nicholson and thanked Directors Bob Broom, JoyAnn Ruscha, Ian Harwick, and Troy Whitmore for their time serving on the committee.

- Colorado Department of Transportation (CDOT) Report

Commissioner Adams stated this month's Transportation Commission meeting will discuss updates on Floyd Hill. Additionally, the 2026 Budget will be further discussed and ultimately approved in the March meeting. There will also be an update on CDOT's Traffic Incident Management System, which was able to help 53,77 motorists on the roads last year.

Commissioner Cook stated that one reason why Floyd Hill has increased so much in cost is because the price of steel has gone up 77% between 2020-2023 and is affecting so many CDOT projects; it is another reason why cost cutting can be so difficult. Commissioner Adams added that if tariffs are added on steel and aluminum that will add to the already high costs as well.

- Regional Transportation District (RTD) Report

General Manager/CEO Debra Johnson stated RTD is in the process of its tri-annual service change for May 2025 and the online dashboard is taking feedback through March 6. Over the last month, RTD has lifted 20 of its 29 light rail speed restrictions. Additionally, RTD is working on a project to enhance real-time tracking of light rail vehicles by using GPS. Last Wednesday, it was announced that RTD was ranked as one of America's best midsize employers by Forbes. Lastly, RTD's Board of Directors will be taking into consideration Senate Bill 25-161, which relates to transit reform, during its executive committee this Thursday.

- Regional Air Quality Control (RAQC) Report

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Director Silverstein stated that RAQC will be briefing the DRCOG Board tomorrow night and will be discussing not only some of the ongoing work that RAQC is doing but also the status of federal, state, and local funding that RAQC relies on as a nonprofit.

Next Meeting – March 18, 2025

Adjournment

There were no additional comments and the meeting adjourned at 10:33 a.m.