

Attachment A
Meeting Summary
Transportation Advisory Committee
Monday, February 24, 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
Jeff Dankenbring	Arapahoe County – City of Centennial
Brent Soderlin	Arapahoe County – City of Littleton
Jim Katzer (Alternate)	Arapahoe County
Michelle Melonakis (Alternate)	Boulder County – City of Lafayette
Alex Hyde-Wright	Boulder County
Jean Sanson	Boulder, City & County
Amy Saxton	Clear Creek and Gilpin Counties
Jennifer Bartlett (Alternate)	Denver, City & County
David Krutsinger (Alternate)	Denver, City & County
Jonathan Webster (Alternate)	Denver, City & County
Chris Hudson (Alternate)	Douglas County – Town of Parker
Justin Schmitz (Vice Chair)	Douglas County – City of Lone Tree
Larry Nimmo (Alternate)	Douglas County – City of Castle Pines
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
Evan Pinkham (Alternate)	Southwest Weld County
Frank Bruno	Via Mobility Special Interest Seat
Jessica Myklebust	Colorado Department of Transportation Region 1
Ron Papsdorf	Denver Regional Council of Governments
Tom Moore	Regional Air Quality Council
Brodie Ayers	Aviation Special Interests Seat
Chris Quinn (Alternate)	Regional Transportation District
James Eussen (Alternate)	Colorado Department of Transportation Region 4
Carson Priest	Transportation Demand Management Special Interest Seat

Members Attending Virtually or Additional Alternates Present:

Tom Reiff	Douglas County – Town of Castle Rock
Victor Rachael (Alternate)	Arapahoe County – City of Englewood
Jordan Rudel (Alternate)	Colorado Department of Transportation Region 1
Aaron Bustow (Alternate)	Federal Highway Administration (ex-officio)

Public: Josie Thomas, John Gardocki, David Fridland, Tom Worker-Braddock, Jillian Mauer, Camilla Soechtig, Jeanne Shreve, Ryan Arthur, Joellen Meyer, Shawn Poe, JoAnn Mattson, DJ Beckwith

DRCOG staff: Josh Schwenk, Max Monk, Nora Kern, Cam Kennedy, Carolyn Klamm, Jacob Riger, Brad Williams, Aaron Villere, Steph Piperno, Sang-Gu Lee, Erik Braaten, Todd Cottrell, Ala Alnawaiseh

Call to Order

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

Public Comment

Jacob Riger announced that Amy Saxton is now serving on the committee, filling the membership role for the non-MPO seat for Clear Creek and Gilpin counties.

Additionally, Evan Pinkham, who succeeded Elizabeth Relford on this committee, is the new alternate member for Southwest Weld County.

January 27, 2025 Transportation Advisory Committee Meeting Summary

The summary was accepted.

Discussion Items

Regional Air Quality Council Indirect Source Emissions Control Program

Ron Papsdorf, Transportation Planning and Operations Director introduced Tom Moore, Regional Air Quality Council Planning Director, and Kyra Reumann-Moore, Air Quality Planner and Analyst who provided an overview of the agency's ongoing efforts to develop an indirect source emissions control program. Indirect sources of air pollution include facilities or installations that cause substantial mobile emission activity. Some examples include warehouses, industrial or commercial developments, and construction sites. Traditional air pollution control focuses on emission limits on individual stationary and mobile sources. Indirect source regulation does not tackle individual vehicle emissions, but rather the collective emissions from existing vehicle miles traveled and projected growth.

Michelle Melonakis inquired if RAQC was incorporating the new TOD density bills, laws around residential density, and new requirements into its studies. Kyra Reumann-Moore stated that those topics have been discussed but haven't been part of the current equation. Tom Moore added that RAQC is staying up to date on what is being discussed in the legislature and will make changes when necessary.

Brodie Ayers asked about RAQC's engagement with airports on this issue. Kyra Reumann-Moore replied that participation has mainly come from Denver International Airport and Centennial Airport but additionally, outreach and connections would be greatly appreciated to help grow engagement.

Ron Papsdorf inquired about examples of what regulations of indirect sources look like. Kyra Reumann-Moore stated that the Warehouse Indirect Source Rule that was adopted by the South Coast Air Quality Management District in California has done

some great work on this, and the rule is applied to warehouses of a certain square footage. The warehouses have to comply with this regulation, and they have several options for how to follow the rule. Meanwhile, the San Joaquin Valley program in California focuses on new developments and is dedicated to reducing emissions associated with those new buildings.

Kent Moorman inquired whether this would be a voluntary or a required program since the Colorado Constitution grants home rule to cities and counties in regard to land use and building permits. Kyra Reumann-Moore replied that it would depend on conversations with stakeholders but there is precedent such as the Clean Air Act from the federal government and from Colorado when it comes to defining indirect sources.

2050 Regional Transportation Plan Update – Financial Plan and Regional Roadway System

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, discussed how the financial plan will include all transportation revenues anticipated to be available through 2050. Staff have reached out to the Colorado Department of Transportation and Regional Transportation District to identify anticipated available revenues for inclusion in the financial plan. While the Regional Roadway System identifies the system of regional facilities for analysis and establishes project eligibility for the Regional Transportation Plan and Transportation Improvement Program. The system represents the most heavily traveled and important connecting roadways in the region.

Kent Moorman asked if adding additional miles affects current greenhouse gas calculations. Alvan-Bidal Sanchez stated that the travel model already includes more roadways than just the regional roadway system; while there isn't a one-for-one analysis between both networks, the travel model captures much of the roadway network and traffic in the region.

Chris Hudson asked if DRCOG is following the Colorado Construction Cost Index for its data set. Alvan-Bidal Sanchez confirmed that is the case, but DRCOG is using data from 4-5 years ago to average out potential inflation costs. DRCOG is using an inflation rate of 3.4%, it does appear that project costs will grow faster than available revenues. Jacob Riger added that this plan looks at the next 25 years and we will all see economic cycles of growth and decline, so we're using the information available to form the best data analysis possible.

Tom Moore inquired about coordination between Weld and Larimer counties regarding adding lane miles in the northern service area. Alvan-Bidal Sanchez confirmed DRCOG is coordinating with both the North Front Range MPO and the Pikes Peak Area Council Governments on project priorities that span our boundaries, they use different networks than DRCOG, so they don't create a subset of federal aid eligible system.

2026-2027 Unified Planning Work Program Kick-Off

Ron Papsdorf, Transportation Planning and Operations Director, and Josh Schwenk, Senior Planner, announced that staff have begun discussions around major activities to be conducted from October 1, 2025, through September 30, 2027 for the 2026-2027 UPWP. Many activities will continue from the current 2024-2025 UPWP. The total budget for the new UPWP will likely be comparable to the current two-year cycle, as DRCOG is currently engaged in drawing down its reserve balances to meet new state constraints on carryover funds. A Menti poll was conducted regarding the UPWP and the challenges and opportunities that are in store for the metropolitan planning process over the next couple of years.

Informational Items

2050 Regional Transportation Plan 2025 Mitigation Action Plan Report

Jacob Riger, Multimodal Transportation Planning Manager, provided an overview of the requirements and initial work associated with developing the 2050 Regional Transportation Plan 2025 Mitigation Action Plan Report as required by the state's Greenhouse Gas Transportation Planning Standard. At the local government level, mitigation measures are voluntary, and the Mitigation Action Plan does not require any local jurisdiction to implement a mitigation measure in any specific location or within any specific timeframe. However, mitigation measures were specifically chosen to build on this region's foundation of integrated transportation-land use planning, particularly around the region's existing and planned rapid transit system and urban centers.

Grant Informational Forms: 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 that two additional informational forms were submitted after last month's meeting, and they came from Federal Heights and Littleton. They were included in today's packet so everyone would be aware and to increase greater openness and transparency across the region.

Administrative Items

Member Comment/Other Matters

Ron Papsdorf discussed that with a change in the federal administration, some guidance will change in the transportation sector as well and DRCOG is keeping track of ongoing developments. He encouraged that if any jurisdiction is anticipating amendments to the TIP to begin preparing them now. Since it appears new guidance from FHWA will require headquarters to review and approve TIP and STIP amendments which has not been the practice previously. Considering there are 300+ MPOs, 50 DOTs, and multiple territorial DOTs that all have their own TIPs and STIPs, it is likely that the process might become significantly delayed going forward so it is important to be prepared.

Next Meeting – March 24, 2025

Adjournment

There were no additional comments and the meeting adjourned at 3:12 p.m.