

Attachment A
Meeting Summary
Transportation Advisory Committee
Monday, November 18, 2024

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

Members (or Voting Alternates) Present:

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| Chris Chovan (Alternate) | Adams County – City of Westminster |
| Kellee Van Bruggen | Adams County – City of Arvada |
| Michele Riccio | Adams County |
| Mac Callison (Alternate) | Arapahoe County – City of Aurora |
| 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 |
| Jean Sanson | Boulder, City & County |
| Sarah Grant (Chair) | Broomfield, City & County |
| Jennifer Bartlett (Alternate) | Denver, City & County |
| David Gaspers | Denver, City & County |
| David Krutsinger (Alternate) | Denver, City & County |
| Chris Hudson (Alternate) | Douglas County – Town of Parker |
| Justin Schmitz (Vice Chair) | Douglas County – City of Lone Tree |
| Art Griffith | Douglas County |
| 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 |
| Ron Papsdorf | Denver Regional Council of Governments |
| Kyra Reumann-Moore (Alternate) | Regional Air Quality Council |
| Chris Quinn (Alternate) | Regional Transportation District |
| Marrissa Gaughan (Alternate) | Colorado Department of Transportation Division of Transportation Development |

Members Attending Virtually or Additional Alternates Present:

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| Tom Rieff | Douglas County – City of Castle Rock |
| Phil Greenwald (Alternate) | Boulder County – City of Longmont |
| Jordan Rudel (Alternate) | Colorado Department of Transportation Region 1 |
| Elizabeth Relford (Alternate) | Southwest Weld County |
| Wally Weart | Freight Special Interest Seat |

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| Tom Moore | Regional Air Quality Council |
| Jonathan Webster (Alternate) | Denver, City & County |
| Emma Belmont (Alternate) | Federal Transit Administration (ex-officio) |
| Aaron Bustow | Federal Highway Administration (ex-officio) |
| Mac Callison (Alternate) | Arapahoe County – City of Aurora |
| Jim Katzer (Alternate) | Arapahoe County |

Public: Shawn Poe, Alejandro Meyer, JoAnn Mattson, Dee Beckwith, Elijah Vignet-Kotze, Ryan Arthur, Kelly Leadbetter, Medora Bornhoft, Madi Sydnor, Chris Laplante, Robert Simmons, Anneloes Van Vonno, John Gardocki, Chrissy Breit

DRCOG staff: Josh Schwenk, Max Monk, Cam Kennedy, Todd Cottrell, Carolyn Klamm, Jacob Riger, Ala Alnawaiseh, Aaron Villere, Brad Williams, Kaitlyn Service, Emily Lindsey, Sang Gu Lee, Sheila Lynch

Call to Order

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

Public Comment

Jacob Riger stated that the Nonattainment Area Air Pollution Mitigation Enterprise has announced its Community Clean Transportation Assistance Grant Funding Program focused on improving air quality and reducing air pollution. Ron Papsdorf added that a presentation on this subject **is planned for** the December TAC meeting.

October 28, 2024 Transportation Advisory Committee Meeting Summary

The summary was accepted.

Action Items

Innovative Mobility Set-Aside Project Selection

Emily Lindsey, Active and Emerging Mobility Program Manager discussed that a total of \$4 million is available over the four-year period. Staff conducted the first solicitation of Innovative Mobility Set-Aside project proposals through letters of interest submissions from September 5, 2024, through October 15, 2024. A total of 16 projects were submitted for consideration. Each proposed project included an estimated budget.

A selection committee reviewed the applications, and seven projects are recommended for funding this cycle.

Staff will work with project sponsors to develop detailed scopes of work, determine the expertise required, and finalize budgets during the procurement phase.

Justin Schmitz moved to recommend to the Regional Transportation Committee funding seven Innovative Mobility Set-Aside projects, as recommended by the selection committee. The motion was seconded and passed unanimously.

Livable Centers Set-Aside Project Selection

Kaitlyn Service, Program Manager, discussed that the Denver Regional Council of Governments conducted a call for letters of interest from August 14 to October 16, 2024, to identify Livable Centers Small-Area Planning projects for the first cycle of the

FY 2024-2027 Transportation Improvement Program set-aside funding. Twelve letters of interest were submitted. The seven recommended projects align closely with the program's goals and demonstrate a clear connection to the criteria outlined for selection. The remaining five projects were not recommended because they either did not meet key alignment criteria, proposed ineligible expenses or were determined to be a better fit for other set-aside programs.

David Krutsinger moved to recommend to the Regional Transportation Committee funding seven Livable Centers Small-Area Planning projects, as recommended by the selection committee. The motion was seconded and passed unanimously.

Amendments to the 2024-2027 Transportation Improvement Program

Josh Schwenk, Senior Planner, presented two projects in this set of amendments related to funding returned by the City of Englewood originally programmed to their US285/Broadway Operational Improvements project. As the available funding was not accepted by any project sponsors on the Arapahoe County waitlist, the Arapahoe County Subregional Forum met on November 7, 2024, to decide how to reapportion the funding to existing TIP projects. Two requests were made, one by the City of Littleton and another by the City of Centennial. Additionally, DRCOG staff have been made aware of three federal discretionary awards that need to be added to the TIP, which are also included in these amendments.

Art Griffith moved to recommend to the Regional Transportation Committee the attached project amendments to the 2024-2027 TIP, including an exception to the TIP Policy to allow the Arapahoe County Subregional Forum action. The motion was seconded and passed unanimously.

Fiscal Year 2024 Transportation Improvement Program Project Delays

Brad Williams, Planner, stated that at the beginning of October, staff requested the Colorado Department of Transportation, commonly known as CDOT, and the Regional Transportation District, commonly known as RTD, to conduct a comprehensive review of all DRCOG-selected projects receiving TIP funds in FY 2024. CDOT and RTD reviewed all such project phases, identifying those that have not been initiated, and therefore delayed. In mid-October, DRCOG staff notified first-year delayed project sponsors and requested a discussion regarding the delay. Twenty-two projects that have not initiated their FY 2024 phase to date are now second year delayed.

Chris Hudson moved to approve the staff recommendation to continue each project. The motion was seconded and passed unanimously.

Amendment to the 2024-2025 Unified Planning Work Program

Josh Schwenk, Senior Planner, discussed that this amendment edits Appendix C (Program Financing Tables) of the document to account for the revised fiscal year 2025 anticipated Consolidated Planning Grant revenues received from the Colorado Department of Transportation. Per federal requirements, increases to the federal funding of a Unified Planning Work Program require a formal amendment, regardless of the amount of change.

Justin Schmitz moved to recommend to the Regional Transportation Committee the amendment to the 2024-2025 Unified Planning Work Program for the Denver Region. The motion was seconded and passed unanimously.

Discussion Items

Denver Regional Council of Governments and Colorado Department of Transportation Active Transportation Plans

Aaron Villere, Senior Active Transportation Planner, and Annelies van Vonno, CDOT Bicycle and Pedestrian Program Coordinator, explained that in spring 2024, both DRCOG and the CDOT kicked off planning processes to update their active transportation plans. DRCOG is developing an updated plan focusing on the Denver region and DRCOG's programs and planning efforts. CDOT is developing a statewide plan, which includes but is not limited to the Denver region. CDOT's statewide Active Transportation Plan will set goals, policy recommendations, and action steps supporting walking, bicycling, and human-powered transportation for all Coloradans. CDOT staff also convened and hosted an initial meeting with a statewide Community Advisory Committee to inform the plan and have held regular coordination meetings with DRCOG staff to align and share resources on our parallel planning efforts.

Ron Papsdorf inquired about the Denver area survey results and speculated why 89% of respondents feel comfortable on a narrow sidewalk next to a road while only 75% felt comfortable on a multi-use path. Annelies van Vonno stated she was surprised by the results, too, and that this could be due to the increased conflicts that have occurred between e-bikes and pedestrians on multi-use paths. Pedestrians could feel nervous with an e-bike speeding by them similar to how they feel when a car is passing near them.

Ron Papsdorf asked if the survey was of a random sample and Annelies van Vonno replied that the survey was widely distributed to get a large amount of people to take it, but it was not a random sample.

Mac Callison inquired how being close to high-powered vehicles factored into respondents' responses. Annelies van Vonno stated it certainly played a role; pedestrians and bicyclists don't like to be close to car traffic, regardless of speed.

Justin Schmitz noted that 24% of respondents stated that a barrier to biking is the lack of bike parking and that it needs to be addressed more in future building designs. Annelies van Vonno agreed and said that as e-bikes become more mainstream, organizations will need to factor in secure locations for them since people will not want to leave their e-bikes outside and unattended for hours.

Hilary Simmons asked if demographic information, specifically age, had been collected. Annelies van Vonno replied that a whole host of demographic questions were in this survey, including age and all that information will be included in the final report.

Angie Rivera-Malpiede inquired about whether the infrastructure for bike parking in charging stations has been discussed based on the results of this survey. Annelies van

Vonno replied that she couldn't recall if it had been brought up before, but just bike parking in general was a major theme in the open-ended questions on the survey.

Front Range Passenger Rail Update

Jacob Riger, Multimodal Transportation Planning Manager, introduced Chrissy Breit, Chief of Staff for the Front Range Passenger Rail District Board, commonly known as the FRPR District. Since its inception in mid-2022, the FRPR District has been engaged in a series of internal organizational activities and planning, project development, and engagement efforts toward implementing passenger rail service from Fort Collins to Pueblo, with future connections to Wyoming and New Mexico. The district is undertaking a Service Development Plan for the rail corridor and was awarded entry into the Federal Railroad Administration's Corridor Identification and Development Program. Recent state legislation, including House Bill 24-1012, Senate Bill 24-184, and Senate Bill 24-230, together provide additional funding, coordination, opportunities, and requirements for developing and implementing FRPR service.

David Krutsinger inquired about the sales tax rate and the estimated revenue that would generate per year. Chrissy Breit replied that 0.23% is the sales tax rate that FRPR is hoping for and the revenue brought in from that tax rate would be between \$200-\$300 million per year.

Ron Papsdorf asked if that revenue amount assumes the sales tax would be applied across the entirety of the existing district, regardless of the extent of phase one. Chrissy Breit confirmed that the sales tax would be for the whole district and that the FRPR District has not evaluated what a future sales tax would look like in terms of project phasing.

Jacob Riger inquired about what could potentially change for the FRPR District in a new Presidential Administration. Chrissy Breit stated that it is still too early to tell. 2025 will see Congress start to consider the reauthorization of the Bipartisan Infrastructure Law. The FRPR District will continue to look at all opportunities to secure funding.

Administrative Items

Member Comment/Other Matters

None.

Next Meeting – December 16, 2024

Adjournment

There were no additional comments and the meeting adjourned at 2:45 p.m.