

Attachment A
Meeting Summary
Transportation Advisory Committee
Monday, December 16, 2024

***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
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
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
Zeke Lynch (Alternate)	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
Wally Weart	Freight 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
Darius Pakbaz (Alternate)	Colorado Department of Transportation Division of Transportation Development

Members Attending Virtually or Additional Alternates Present:

Jordan Rudel (Alternate)	Colorado Department of Transportation Region 1
Bryan Weimer	Arapahoe County
Tom Moore	Regional Air Quality Council
David Gaspers	Denver, City & County
James Eussen (Alternate)	Colorado Department of Transportation Region 4
Chris Chovan (Alternate)	Adams County – City of Westminster
Kellee Van Bruggen	Adams County – City of Arvada
Sarah Grant (Chair)	Broomfield, City & County

Emma Belmont (Alternate)	Federal Transit Administration (ex-officio)
Aaron Bustow	Federal Highway Administration (ex-officio)
Jim Katzer (Alternate)	Arapahoe County
Marrissa Gaughan (Alternate)	Colorado Department of Transportation Division of Transportation Development

Public: Shawn Poe, JoAnn Mattson, Dee Beckwith, Heather Woolfolk, Joellen Meyer, Nathaniel Minor, Phil von Hake, Madi Sydnor, Evan Pinkham, John Gardocki, Jeanne Shreve

DRCOG staff: Josh Schwenk, Max Monk, Nora Kern, Cam Kennedy, Carolyn Klamm, Jacob Riger, Ala Alnawaiseh, Sheila Lynch, Alvan-Bidal Sanchez, Zachary Feldman, Robert Spotts Aaron Villere, Emily Lindsey

Call to Order

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

Public Comment

There was no public comment.

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The summary was accepted.

Discussion Items

Community Clean Transportation Assistance Program

Jacob Riger, Multimodal Transportation Planning Manager, introduced Darius Pakbaz, CDOT's Division of Transportation Development Director who explained that the Nonattainment Area Air Pollution Mitigation Enterprise was created by Senate Bill 21-260 to mitigate the environmental and health impacts of increased air pollution from motor vehicle emissions in Colorado's air quality nonattainment areas. The Community Clean Transportation Assistance Program is the enterprise's first grant funding opportunity. It will make awards in amounts between \$500,000 to \$17 million by the end of July 2025. A 20 percent local match is required, though hardship waivers are possible.

Christina Lane inquired about when funds need to be used if awarded. Darius Pakbaz replied that there is no statutory limit.

Jennifer Barlett asked when the match would need to be available. Darius Pakbaz replied that it would be required by the time of signing a grant agreement.

Michelle Riccio asked if there is guidance on eligible projects. Darius Pakbaz replied that there is quite extensive guidance available on the enterprise's website that discusses project eligibility.

Maria D'Andrea inquired how disproportionately affected communities are defined in this program. Darius Pakbaz stated that it is defined by Colorado statute and shown in Appendix B within the instructions.

Ron Papsdorf inquired if this will be treated as a reimbursement grant. Darius Pakbaz confirmed that is the case. The local jurisdiction will expend funds, then submit an invoice to CDOT and get reimbursed.

Small Area Forecast Review and Feedback Process

Zachary Feldman, Manager of Data and Analytics, explained that DRCOG's Small Area Forecast is a small geography forecast of households and employment out to 2050. The forecast is built at the census block level and aggregated to the census block group and transportation analysis zone levels for public distribution. The forecast was last updated in 2020. Since 2020, major improvements have been incorporated to better account for demographic shifts, household creation, and State Demography Office forecasts. The feedback process will allow jurisdictions to provide guidance on the forecast, which will then be updated and incorporated into these two projects. The feedback process will allow for comments from local government staff on the size and location of forecasted households and employment through a web-based comment map.

Wally Weart inquired about how employment is shown in this study. Zachary Feldman stated that the process limits the capacity for employment in different areas and the model estimates employment based on historical data for different sectors of employment in specific areas.

Kent Moorman asked if census data are broken down by cities or at the county level. Zachary Feldman stated the census breaks data down to the city level, however it is not an exact science since cities often cross over county lines.

Kent Moorman inquired how the model accounts for variations across the DRCOG area regarding household income, age, and number of workers per household. Zachary Feldman stated that those attributes are controlled and resynthesized each year, so resampling occurs as the households age.

David Krutsinger inquired if DRCOG could provide previous 2050 versus new 2050 numbers for comparison purposes, given that the region will now have 200,000 fewer people than previously estimated. Zachary Feldman replied that at the TAZ level that information is available in the DRCOG data catalog.

2050 Regional Transportation Plan Scenario Planning

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, informed the committee that the major themes identified over the last several months from internal and external feedback are the following:

- Growing older adult population and associated changes in needs and priorities (housing, healthcare, transportation).
- Increasing disruptions and environmental impacts from climate change on the region's infrastructure (transportation, housing, power)
- Continued proliferation of new technologies (artificial intelligence, automation, autonomous/connected/electric vehicles).
- Staying power of post-COVID trends (work from home, home delivery, e-commerce).

Mac Callison inquired about the new metrics under consideration. Alvan-Bidal Sanchez replied those metrics are an idea used by staff to measure success. Those metrics will be used when evaluating candidate projects for inclusion in the fiscally constrained plan.

Crash Data Consortium Update

Erik Braaten, Senior Safety Planner, provided an update on the region's crash data consortium project. During federal fiscal years 2023 and 2024, DRCOG coordinated this effort to identify and address common issues with crash data collection, processing, and analysis in the Denver region. Staff engaged with member governments, state and federal agencies, law enforcement agencies, safety advocates, software vendors, and more to learn about crash data, analysis goals, and current issues and challenges with crash data in Colorado. Through this stakeholder engagement process, staff developed a regional crash data inventory and needs assessment, which informed the creation of a final report detailing desired outcomes, specific recommendations and implementation strategies, and next steps for the consortium.

Wally Weart encouraged the collection of commercial carrier data to see the role that commercial vehicles play in some of these crashes. Erik Braaten stated that there is vehicle distinction in the data and staff have interacted with the Federal Motor Carrier Safety Administration and hopefully going forward they can provide resources to help with additional analysis.

2023 Annual Report on Roadway Traffic Congestion in the Denver Region

Max Monk, Assistant Planner, discussed key findings from the annual report which addressed the continued impacts of the COVID-19 pandemic on travel behavior as well as vehicle miles traveled in 2023. Noteworthy developments include the average number of shared micromobility trips per day have more than tripled since before the pandemic. Vehicle miles traveled are projected to grow by 42% on average by 2050 weekday and the cost of congestion in the region is expected to increase by 123% between 2023 and 2050.

Michelle Melonakis inquired whether travel has changed by the day of the week for both buses and cars and does the data reflect that. Max Monk confirmed that is true; the biggest change was in the AM peak which has changed as people have seen their work schedules modified to start work at various times of the morning.

Mac Callison asked if consideration was given to how equity is being responded to in the region. Max Monk stated that Streetlight which looks at phone-based data was used

to look at travel trends. Jacob Riger added that this work is paired with the Regional Transportation Plan that considers an equity index to provide context for a fiscally constrained plan that considers and includes equity populations.

Chris Quinn inquired whether shared micromobility usage includes ride-hailing or if it just focuses on scooters and bikes. Max Monk confirmed it just focuses on scooters and bikes.

Administrative Items

Member Comment/Other Matters

Ron Papsdorf updated the committee on organizational staffing changes made due to the \$200 million EPA Climate Pollution Reduction Grant that was awarded to DRCOG in the summer and will result in new staff starting in January. Ron Papsdorf and Jacob Riger also thanked the committee for an immensely productive year and are looking forward to continuing in 2025.

Next Meeting – January 27, 2025

Adjournment

There were no additional comments and the meeting adjourned at 3:26 p.m.