

ATTACHMENT A

MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE
Monday, March 23, 2020
Note: Meeting held virtually via GoToMeeting

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Jeff Dankenbring	Arapahoe County – City of Centennial
Bryan Weimer	Arapahoe County
Sarah Grant	Broomfield, City and County
Phil Greenwald	Boulder County – City of Longmont
Megan Davis	Boulder County – City of Louisville
Kent Moorman (Chair)	Adams County – City of Thornton
Eileen Yazzie	Denver, City and County
Ron Papsdorf	Denver Regional Council of Governments
John Cotten	Douglas County-City of Lone Tree
Art Griffith	Douglas County
Tim Hester	Aviation
Andrea LaRew	Business
Carson Priest	TDM/Nonmotorized
Rick Pilgrim	Environmental
Paul Jesaitis	CDOT Region 1
Jim Eussen (Alternate)	CDOT Region 4
Tim Kirby	CDOT - DTD
David Krutsinger	CDOT - DTR
Amanda Brimmer (Alternate)	Regional Air Quality Council
Stephen Strohming	Non-MPO Area
Carol Buchanan	DRMAC
Steve Durian (Vice Chair)	Jefferson County
Debra Baskett	Jefferson County – City of Westminster
Bill Sirois (Alternate)	Regional Transportation District
Kevin Ash	Weld County-Town of Frederick

OTHERS PRESENT:

Mac Callison (Alternate)	Arapahoe County – City of Aurora
Lisa Nguyen (Alternate)	Aviation
Jean Sanson (Alternate)	Boulder County – City of Louisville
Alex Hyde-Wright (Alternate)	Boulder County
Richard Zamora (Alternate)	CDOT Region 1
Brodie Ayers (Alternate)	CDOT - DTR
Eugene Howard (Alternate)	Denver, City and County
Tom Reiff (Alternate)	Douglas County-City of Castle Rock
Chris Hudson (Alternate)	Douglas County – Town of Parker
Kristin Kenyon (Ex Officio)	Federal Transit Administration
Aaron Bustow (Ex Officio)	Federal Highway Administration
Ken Johnstone (Alternate)	Jefferson County – City of Wheat Ridge
Mike Whiteaker (Alternate)	Jefferson County – City of Lakewood

Public: Loretta Daniel, Arapahoe County; Jennifer Carpenter, Michael Baker Intl.; Chessy Brady, John Hersey, Charlie Stanfield, RTD; Bryan Kiel, WSP; Marissa Gaughan, Julie George, Phil von Hake, Danny Herrmann, Jordan Rudel, Michael King, Jan Rowe, JoAnn Mattson, Moira Moon, Karen Schneiders, Erik Sabina, CDOT; Chris Chovan, Adams County; Melanie Choquette, Denver, City and County; Sheryl Machado, Denver South TMA; Lauren Pulver, Douglas County; Jill Jennings-Golich, Libby Tart, Adams County; Erin

Fosdick, City of Longmont; Karen Widomski, City of Thornton; Andrew Spurgin, City of Westminster

DRCOG staff: Jacob Riger, Robert Spotts, Steve Cook, Beth Doliboa, Matthew Helfant, Melinda Stevens, Emily Lindsey, Sang Gu Lee, Brad Calvert, Todd Cottrell, Alvan-Bidal Sanchez, Zach Feldman, Geoffrey Chiapella, Lisa Houde, Greg MacKinnon, Travis Noon, Andy Taylor, Lawrence Tilong, Ala Alnawaiseh

Call to Order

Chair Kent Moorman called the meeting to order at 1:30 p.m.

Public Comment

There was no public comment.

Summary of February 24, 2020 meeting

Kenneth Johnstone noted that Wheat Ridge was spelled incorrectly in the summary. Members were asked to vote via Mentimeter. John Cotten MOVED to approve the summary and it was accepted with 22 voting in favor.

ACTION ITEMS

Discussion of the draft Eligibility Rules and Selection Process for the RTO&T Set-Aside

Steve Cook and Greg MacKinnon presented the rules and process to the committee. The DRCOG Board adopted the 2020-2023 Transportation Improvement Program (TIP) that included the Regional Transportation Operations & Technology (RTO&T) Set-Aside at \$5 million per year. The RTO&T Set-Aside contains the following components:

- RTO&T Improvement Program of projects (~\$3.5 million per year)
- DRCOG Regional Traffic Operations Program (~\$1.5 million per year)

Approximately \$13 million remains for fiscal years 2020-2023 in total. Funding will be allocated to new projects through a call-for-projects this year. The proposed process and criteria were developed in cooperation with the Advanced Mobility Partnership Working Group and the Regional Transportation Operations Working Group. It is anticipated that project recommendations will be made by late summer.

Alex Hyde-Wright asked if the RTO&T funding could be used to fund tolling equipment for arterial BRT/managed lanes. Mr. Cook stated that this set-aside is not geared towards routine tolling equipment. Mr. MacKinnon added that if the intent of the equipment is to improve operations as a part of a system, it might apply, but if it is just general toll collection, probably not. It all depends on the application. Mr. Cook added that when staff receives the LOI (Letter of Intent), staff will work with the sponsor of the proposed project to determine eligibility.

Art Griffith MOVED to recommend to the Regional Transportation Committee the eligibility rules and evaluation process for selecting projects to be funded through the Regional Transportation Operations and Technology Set-Aside of the 2020-2023 Transportation Improvement Program.

Members were asked to vote via Mentimeter. The motion was seconded and passed with 22 voting in favor. There were no abstentions or oppositions.

Discussion on urban arterial multimodal safety improvements set-aside

Ron Papsdorf presented the proposed eligibility rules and evaluation process for the selection of projects to be funded to the committee. At its February 24, 2020 meeting, the DRCOG Transportation Advisory Committee recommended the creation of a \$26 million Urban Arterial Multimodal Safety Improvements Program. CDOT and DRCOG have determined that it is desirable to distribute these funds along with CDOT's SB17-267 funding allocations for arterial safety and transit improvements through one consolidated call for projects. In order to meet the required project delivery and spending requirements of the SB17-267 funds, DRCOG and CDOT requested the TAC review and recommend approval of eligibility rules and project selection process for the combined call for projects.

Phil Greenwald wanted to know if CDOT Region 4 will have input in selecting Surface Transportation Block Grant-funded projects. Mr. Papsdorf stated that CDOT has only identified Region 1 DTR staff to serve in the selection process at this time, which was a decision made internally at CDOT.

Debra Baskett suggested the term "road diets" be removed from the "Eligibility Rules and Selection Process" document. Ms. Baskett stated that the term might be unclear and perceived in a negative light.

Art Griffith MOVED to recommend to the Regional Transportation Commission the eligibility rules and process for selecting projects to be funded through the Urban Arterial Multimodal Safety Improvements Program, with the amendment to remove the term "road diets".

Members were asked to vote via Mentimeter. The motion was seconded and passed with 22 voting in favor. There were no abstentions or oppositions.

INFORMATIONAL BRIEFING

Draft 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) scenario outcome Results
Jacob Riger, Robert Spotts, Alvan-Bidal Sanchez, and Andy Taylor presented the various scenario outcomes to the committee. At the January TAC meeting, the committee informally endorsed several measures and topics to assess the outcomes of the land use and transportation scenarios as part of developing the 2050 MVRTP. DRCOG staff have been coding, modeling, and compiling the results of five transportation scenarios and two land use scenarios. The presentation defined and illustrated each of the transportation and land use scenarios to help members understand and make sense of the many results. Members were informed that the April meeting is anticipated to focus on how the scenario outcome results should guide the framework for preparing the 2050 MVRTP.

Phil Greenwald wanted to know if State Highway 119, State Highway 7, and State Highway 42 were included in the Managed Lanes & Operations scenario. Mr. Spotts stated that staff strictly used freeway managed lanes in this scenario. Mr. Spotts added that State Highway 119 was already included in the fiscally constraint plan. BRT investments on those corridors are also included in the Transit Emphasis scenario.

Art Griffith wanted to know, regarding the Travel Choices Scenario, how much of the decrease in delay was due to telecommuting, as telecommuting could be a component to every scenario being evaluated. Mr. Spotts stated that these concepts are being tested individually, but any one of them could contain telecommuting. Telecommuting had a significant effect on the regional metrics, especially regarding peak travel times.

Bryan Weimer wanted to know what assumptions were made on housing costs with the Centers and Infill land uses scenarios. Mr. Taylor stated there were no assumptions made related to housing costs, there could be impacts regarding housing costs, but they cannot be derived from the model presented.

Eileen Yazzie wanted to know, regarding the belief that we can 'move the needle' when land use is intensified, how this differs from the assumed land use and zoning plans for each of the local governments and if jurisdictions will get to review the land use model again to refine the assumptions. Mr. Taylor responded that with the Infill scenario, there were no changes to urban and interior suburban areas. There was a 10% decrease in capacity in surrounding areas. In the centers, there was a 75% increase over what was allowed in the base, derived from local zoning and plans. There was a 25% decrease in capacity outside of those centers. Mr. Taylor added that he is hoping to have a comment map for local jurisdiction review by May for the next iteration of the 2050 land use forecast.

Update and information on the upcoming draft of Taking Action on Regional Vision Zero

Beth Doliboa presented the draft and updated information to the committee. Over the last year, DRCOG has been working with stakeholders to develop a plan that focuses on reducing and eventually eliminating fatal and serious injury crashes in the Denver region. Taking Action on Regional Vision Zero will:

- Reduce fatalities and serious injuries in the Denver region, with a goal of achieving zero fatalities and serious injuries per year
- Support DRCOG's various safety performance measures and targets.
- Increase awareness of Vision Zero to influence safer behaviors on roadways.
- Provide tools and strategies to local jurisdictions to encourage safety in planning and design of the regional transportation system.

Members were asked to review the draft plan and submit comments and suggestions to be incorporated in the final document.

Alex Hyde-Wright wanted to know if there is a target date to achieve the goals set in the plan. Ms. Doliboa stated that in the 2050 Metro Vision Regional Transportation Plan, the goal is to have under 100 fatalities by the year 2040.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

Carson Priest provided an update from the Advanced Mobility Partnership (AMP) working group to the committee. Mr. Priest stated The AMP group met on March 3rd and elected officers, who are Brian Welch of RTD as Chair, and Ashley Nysten of CDOT as Vice Chair. At the meeting, there was discussion on prioritizing each of the tactical actions in a more thoughtful way so that partner agencies could focus on a few important ones rather than the whole gamut. That message was relayed to the Executive Committee and the AMP will hear back on that prioritization at the next meeting in April. CDOT also reminded everyone of the Mobility Technology Data Scrum on May 6th – 7th, which people can RSVP to Lily.Lizarraga@state.co.us. AMP also gave input on the RTO&T set-aside criteria that was discussed earlier in the TAC meeting.

Next Meeting – April 27, 2020

There were no comments from members. The meeting adjourned at 4:03 p.m.