

Attachment A
Meeting Summary
Regional Transportation Committee
Tuesday, July 15, 2025

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

Members (or Voting Alternates) Present:

Karen Benker	Regional Transportation District
Bill Sirois (Alternate)	Regional Transportation District
Michael Guzman	Regional Transportation District
Shelley Cook	Colorado Department of Transportation
Darius Pakbaz (Alternate)	Colorado Department of Transportation
Jeff Baker (Chair)	Denver Regional Council of Governments
Doug Rex	Denver Regional Council of Governments
Jacob Riger (Alternate)	Denver Regional Council of Governments
Deborah Mulvey	Denver Regional Council of Governments
Tammy Maurer	Denver Regional Council of Governments
Mike Silverstein	Regional Air Quality Council
Skyler McKinley	The Auto Club Group
Erin Clark	Denver Housing Authority

Members Attending Virtually or Additional Alternates Present:

Colleen Whitlow (Vice Chair)	Denver Regional Council of Governments
------------------------------	--

Public: Jason Hercules, Ryan Arthur, DJ Beckwith, Logan Kolander

DRCOG staff: Cam Kennedy, Zach Feldman, Mahmudul Chayan, Carolyn Klamm, Josh Schwenk, Nora Kern, Cole Neder, Erik Braaten, Brad Williams, Aaron Villere, Alvan-Bidal Sanchez, Ala Alnawaiseh, Steph Piperno, Todd Cottrell, Emily Lindsey, Sang Gu Lee, Pavlo Krokidis, Jenny Wallace

Call to Order

Chair Jeff Baker called the meeting to order at 8:32 a.m.

Public Comment

There was no public comment.

June 17, 2025 Regional Transportation Committee Meeting Summary

The summary was accepted.

Action Item

2050 Regional Transportation Plan Update – Regional Roadway System

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, discussed the proposed updates to the Regional Roadway System (RRS) for the 2050 Regional Transportation Plan (2050 RTP) update. DRCOG staff is proposing RRS additions for

segments of missing state highways and to expand the RRS network in the rural and mountain areas of the region. In addition, staff conducted a call for RRS revisions from local governments from March 17-April 14. DRCOG staff reviewed the submissions and reached out to local government staff for additional information as needed.

Director Deborah Mulvey inquired about the rural roads proposed to be added, especially in the mountain areas. Alvan replied that DRCOG staff worked with local government staff to understand the importance and connectivity of those roadways to assess whether they should be included.

Commissioner Shelley Cook asked if this updated network affects different plans in the communities of the region, many of whom are in the middle of updating their wildfire protection plans and evacuation routes. Alvan responded that adding roadways to the Regional Roadway System does provide additional funding opportunities, such as through the Transportation Improvement Program, which could assist with plans for wildfire protection and evacuation.

Commissioner Shelley Cook moved to recommend the Board adopt the Regional Roadway System, dependent on federal functional classification and planning boundary. The motion was seconded and passed unanimously.

Annual Transportation Advisory Committee Review

Jacob Riger, Manager, Multimodal Transportation Planning, discussed that the TAC assists the Board and the RTC by reviewing the work of the transportation planning process, advising on methods of planning and implementation, and working with staff to develop policy options and, as appropriate, recommendations to the RTC. This annual review exercise is meant to maintain the close bond between the Board Chair, RTC, and the membership and work of TAC.

Jacob also noted the special interest seat representatives contribute meaningfully to TAC's work. Per DRCOG's committee guidelines, the Board Chair nominates, and the RTC approves, TAC special interest seat appointments and reappointments, of which there are six reappointments for RTC action.

Director Tammy Maurer asked how the special interest seat representatives connect to the rest of the TAC. Jacob replied they are full members whose specialized expertise in fields related to transportation, such as housing, economic development, and others, meaningfully contributes to and enriches the TAC's work.

Chair Baker inquired about the process of filling vacant special interest seats. Jacob responded the practice has been to have competitive recruitment with informal interviews with candidates for most of the seats, noting there are a couple seats so specialized that a competitive recruitment can be difficult (such as for the aviation seat).

Doug Rex added that even for the aviation seat, representation has rotated between Denver International Airport, Centennial Airport, and others.

Director Karen Benker asked if there is a way to ensure balanced representation across the region. Jacob replied most of the TAC membership comes from local governments, which helps ensure geographic equity. For the special interest seats, the primary focus is on identifying subject matter experts. Doug clarified that, when possible, geographic equity is also considered when a special interest seat becomes vacant. Finally Chair Baker thanked Jacob for keeping him informed about TAC through the annual review process.

Director Skyler McKinley moved to approve the six Transportation Advisory Committee special interest seat representative appointments nominated by the DRCOG Board Chair. The motion was seconded and passed unanimously.

Discussion Items

Small-Area Forecast: Member Agency Feedback Update

Zach Feldman, Data Science and Analytics Program Manager, explained the importance of, and the methodology for, updating the region's small area forecast. As part of the update process, DRCOG staff accepted feedback from January 20 through February 21. Twelve jurisdictions provided 105 comments, which led to block-level capacity changes to 2,800 census blocks and adding 169 new scheduled projects totaling over 7,000 housing units. All jurisdictions that provided comments received a follow-up email to describe how their comments were incorporated into the forecast. A follow-up webinar was held on May 29 to share the updated forecast.

Director Benker asked if this is the model DRCOG uses for ridership forecasting. Zach replied that it depends on the use case situation. The updated small area forecasts will be used in the 2050 Regional Transportation Plan for example. However, if work is being done with a consultant on modeling of ridership or transit use, it is likely the currently adopted 2050 RTP's small area forecast is what would be used as part of the Focus transportation model. Jacob also clarified that for detailed ridership forecasting, RTD's STOPS model is also used as required by the Federal Transit Administration.

Director Benker also asked how staff tracks current development. Zach replied that staff uses a combination of aerial imagery, local government feedback, reported data and other sources.

Director Mulvey mentioned some areas have a primary employer spanning a county line, such as Lockheed Martin on the edge of Jefferson County where many employees live in Douglas County. She asked how the small area forecast accounts for this type of situation in considering where people live and work. Zach responded that staff are able to manually adjust census blocks as needed since there are multiple Lockheed Martin

facilities but the census data might have recorded them all at the primary location so staff can go in and spread them out to the other facilities and other census blocks. The same thing was done for employees of the University of Colorado-Boulder. Another example Zach cited was Denver firefighters that by default get located to a central administrative building but in reality work at stations across the city.

Director Michael Guzman asked if this land use model considers how the region is growing, particularly the rapidly increasing amount and share of older adults. Zach responded that DRCOG did make some short-term adjustments but overall followed the data that came from the State Demography Office as to the future makeup for the region.

2050 Regional Transportation Plan Update – Scenario Results

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager described the transportation and land use scenarios tested as part of the scenario planning process for the 2050 Regional Transportation Plan major update. He also discussed the initial results from the scenario planning process. He noted the objective is to understand how and to what extent each scenario influences regional relationships between growth and development and urban form, multimodal transportation system approaches, and resulting travel and mobility patterns and outcomes.

Director Mulvey inquired about the definition of microtransit in the presentation, since it seems larger than just bikes and scooters. Alvan responded that the presentation referred to microtransit (as opposed to micromobility), which refers to the Lone Tree Link and similar services in Denver, Longmont and other places in the region which are on-demand transit services that make it easier for residents to reach neighborhood destinations and connect to regional transit services.

Commissioner Cook asked if the transit-focused land use scenario which includes 40 units per acre would include commercial mixed use or would it just be residential? Alvan responded that this exercise focused on housing so the 40 units in this scenario would only be residential. Zach amplified the forecast is regionally focused and staff does not have parcel-level detail. Staff used to try to do work at the parcel level, but this proved too difficult.

Commissioner Mauer asked the “no additional roadways” scenario and mentioned examples of redevelopment and others where capacity projects would still be implemented; how is this scenario considering those situations? Alvan clarified this scenario is meant to respond to big-picture questions about compliance with the state transportation greenhouse gas planning standard and what could happen if capacity projects were limited, but is not meant to address individual projects. Doug Rex clarified that there are congestion “hot spots” where capacity projects may be needed. It is not

about making a value judgement of capacity projects but a more strategic assessment of whether and where capacity projects and other project types may be needed.

Informational Item

Active Transportation Plan

Aaron Villere, Senior Planner, attached this item to the packet for members to review. Jacob Riger summarized that DRCOG has been developing a major update to its Active Transportation Plan which will soon be released for public review and comment. Darius Pakbaz and Jacob thanked each other for the collaboration between both agencies in their respective active transportation plan updates.

Administrative Items

Member Comment/Other Matters

- Colorado Department of Transportation (CDOT) Report

Commissioner Cook stated new commissioners have been appointed with Juan Marcano representing District 3, Elise Jones representing District 4, Barbara McLachlan representing District 8, and Terry A. Hart representing District 10. The Denver (District 1) seat hasn't been filled yet, but CDOT is working on that. In other news, the new Alameda Avenue Bridge over the South Platte River has been completed; the project replaced a 114-year-old bridge which was the oldest one on the state highway system. CDOT has launched the stakeholder engagement of its 10-year plan and thanked RTD and DRCOG for their input and collaboration during CDOT's "4P" process. At the Transportation Commission this week, the budget will be amended due to recent events. Darius Pakbaz added that at the Commission Workshop tomorrow, a discussion on the review of winter maintenance will be held as well as an update to the Transit Connection Study and an overview of the Transportation Greenhouse Gas Planning Standard for new Commissioners.

- Regional Transportation District (RTD) Report

Bill Sirois reported that the downtown rail reconstruction project is ongoing, and the next phases will begin in August. A security-related metrics website has been launched and there has been a remarkable drop in security-related issues during the first half of 2025 compared to 2024. RTD just completed its customer and community survey, and the results were positive, especially regarding safety, on-time performance, cleanliness, as well as many other topics. RTD compares very favorably compared to peers around the nation.

Director Guzman stated RTD has approved the Central Park Development Project along the A Line as a transit-oriented development. Additionally, the Board received the 2024 Annual Comprehensive Report, and no issues were found. The Bus Stop Infrastructure Accessibility Assessment is ongoing and is looking at all 9,000+ bus stops, of which RTD is directly responsible for only about 300 and coordinating with

local partners to figure out what can be done to make the other bus stops better for passengers. Director Benker added that RTD has entered into a Joint Service Agreement with CDOT and the Front Range Passenger Rail District to explore building a passenger rail connecting Denver and Fort Collins.

- Regional Air Quality Control (RAQC) Report

Director Mike Silverstein stated that on July 22, RAQC is hosting its first Blueprint Workshop in the Aspen/Birch Conference room at the DRCOG building and thanked DRCOG for agreeing to host the meeting. The focus will be on creating a long-term plan for air quality improvement and evaluating program priorities. The second workshop will be held on August 18 in Fort Collins; he encouraged everyone to attend either in-person workshop if they are able to. Additionally, RAQC received \$1.5 million in funding from CDOT's Nonattainment Area Air Pollution Mitigation Enterprise to help improve RAQC's incentive programs, education and outreach programs, and air pollution mitigation.

Next Meeting – August 19, 2025

Adjournment

There were no additional comments, and the meeting adjourned at 10:09 a.m.