



Public and stakeholder engagement

Appendix B

Contents

Youth Advisory Panel.....4

Civic Advisory Group.....8

Webpage and online engagement 25

Local events 33

Community meetings.....44

Committees and public comment.....45

If you need digital accessibility assistance, submit a request at drcog.org/access or call 303-455-1000. Please expect a response within 72 hours (three business days).

The 2050 Metro Vision Regional Transportation Plan looks ahead 20 to 30 years and outlines the region's priorities and potential investments to its multimodal transportation system. Denver Regional Council of Governments staff update the plan every four years and amend it as needed to ensure content remains relevant and reflects current trends, needs and priorities. The people who live, work and play in the Denver region must be heard to make this the best plan for everyone.

DRCOG staff are committed to providing extensive opportunities to inform and encourage ample participation across the entire region. Staff strategically created online and in-person options to update this plan, resulting in thousands of touchpoints with residents throughout all of the region's 10 counties. Strategic engagement will enable the updated plan to represent the collective vision of the public, stakeholders and organizational partners.



Photo by Jessica Hughes/DRCOG

Youth Advisory Panel

DRCOG staff discussed the plan and gathered input from young people across the region to learn about their specific needs and to help shape the plan. Participants included high school students from Castle Rock, Westminster and Boulder.

Visioning meeting: June 11, 2025

DRCOG staff asked participants open-ended questions about the future of the Denver region. Participants built their answers using toy blocks and other brainstorming tools. Participants shared what they built and why.

What does your ideal Denver region feel like?

The ideal Denver region is **accessible to all**.

- Access to nature.
- Access to jobs and education.
- Available to everyone.

The ideal Denver region incorporates **technology**.

The ideal Denver region is **efficient and organized**.

- Clear structure.
- Building smart.

What's missing in our region? How would it look to include that missing thing?

Forward thinking is missing in our region.

- Anticipating a “tipping point” of population growth.
- Building infrastructure before problems come.
- Environmental sustainability.

Connection opportunities are missing.

- Can't get to most places without a car.

Efficiency is missing.

- Direct routes to many places.
- Better transit.

What do you want your neighborhood to look like in 25 years?

Access to **activities**:

- Recreation space.
- Nearby shops.
- Open space.
- “Third place” spaces to hang out.
- Schools and educational opportunities.



Photo courtesy of Regional
Transportation District

Thriving **community**:

- Art and murals.
- Schools.
- Connected.
- Friendly neighborhood experience.

Organized well:

- Connected.
- Non-car access.
- Personal space.
- Neighborhood structure, “small-town feel.”

Additional discussion

Regional transit:

- Far-away stops combined with low frequency make it hard to take the bus.
- How do we make the most of our funding limits?
- Need more reliable transit.
- Need to promote non-car modes more.

Beyond the Denver region:

- Passenger rail along the Front Range mountains.
- Connect regions together.
- Collaborate with other states.

Neighborhood comfort and transit:

- Central bus stop for a neighborhood, easy for neighbors to get to.
- One or two routes in suburban-style neighborhoods.

Education access:

- Some schools use Regional Transportation District buses.
- Students often use RTD to get to extracurriculars when school buses don't run.
- More bike-friendly schools are needed.

Funding:

- Use money efficiently.
- Pay attention to where the demand for bus and rail service is.

Other Youth Advisory Panel meetings

Following the DRCOG-hosted panel, staff began attending other youth panels hosted by local governments throughout the region to get more input. The results of these meetings are noted in the [“Community meetings”](#) section.

Civic Advisory Group

DRCOG staff recruited residents for a Civic Advisory Group to provide input throughout the different planning phases. Participants included:

- Community members.
- Transportation advocates.
- Public health staff.
- Disability advocates.
- Advocates for Denver's homeless population.

Visioning meeting: May 5, 2025

At this meeting, DRCOG staff asked participants open-ended questions about the future of the Denver region. Participants built their answers using toy blocks and other brainstorming tools. Participants shared what they built and why.

What does your ideal Denver region feel like?

The ideal Denver region is **comfortable**.

- Soft.
- Shade.
- Lots of space for everyone.
- Safe.
- Green space.

The ideal Denver region is **connected**.

- Easy to go anywhere.
- Accessible to all.
- Lots of mobility.

The ideal Denver region connects us to **community and culture**.

- Outdoor spaces with purpose.
- Arts and culture at home.
- A comfortable place to raise a family.
- New and interesting things.

What's missing in our region? How would it look to include that missing thing?

Safety is missing in our region.

- Safe from cars.
- Safe to be outside without fear of being criminalized.
- Shade and heat safety.

Access to food is missing.

Strategic **community-building** is missing.

- Pedestrian centers and festivals.
- Places to hang out without spending money.
- Community accountability.
- Creative problem-solving.



Photo by Jessica Hughes/DRCOG

System-wide **solutions**.

- Options for transportation, housing and more.
- Neighborhood centers.
- Rapid transit.
- Using multiple levels of transit (such as subways).
- Creativity.

What do you want your neighborhood to look like in 25 years?

Access to **recreation**:

- Outdoors.
- Recreation.
- Common space.
- Trail access.

Thriving **community**:

- Common space (could include pedestrian-only space).
- Arts and culture.
- Cooperation between people and businesses.
- Youth.
- Gardens.

Neighbors' **basic needs** are met:

- Diverse housing.
- Food.
- Space for everyone.
- Peaceful atmosphere.
- Money for improvements.

Transportation options:

- A place for people walking and biking.
- Housing connected to green space.
- Pedestrian-only space.
- Quality transit.

Additional discussion

Regional Transportation Plan priorities:

- No priority missing.
- Freight is complex — how do we handle the difference between semitrucks and Uber Eats all under “freight”?
- Is it right to include “driving” under “multimodal,” since it is already overemphasized?
- Access to restrooms in public spaces is important.

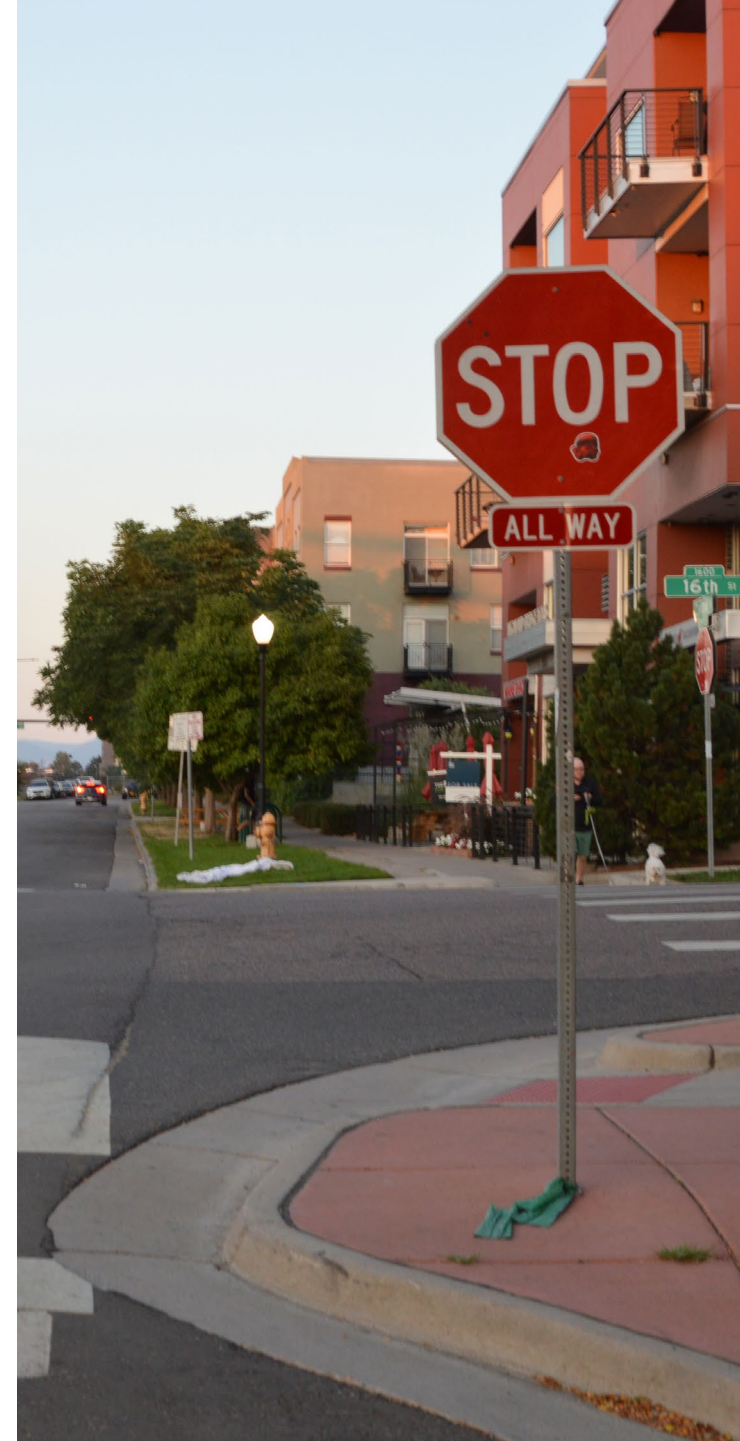


Photo by Jessica Hughes/DRCOG

Investment priorities meeting: August 21, 2025

At this meeting, DRCOG staff presented participants with a list of eight project categories to prioritize. First, the participants ranked the priorities individually. Then staff shared a presentation with some scenario modeling. After the staff presentation, participants split into two groups and ranked the priorities as a group. Finally, participants worked together to allocate 15 coins to represent the funding they would give each item.

How would you rank transportation investment priorities? (Individual exercise)

Overall, the average rankings were (lower numbers correspond to a higher ranking, as in “first” or “second”):

- Expand or create new bus routes and rail lines (average ranking of 1.9).
- Add more sidewalks and bicycle paths or lanes (average ranking of 2.8).
- Increase the frequency of existing transit service (average ranking of 2.9).
- Maintain existing roads, highways and bridges (average ranking of 3.6).
- Use the latest technology to manage the existing transportation system (average ranking of 4.7).
- Add more carpool and high-occupancy vehicle lanes (average ranking of 5.4).
- Build new roads (average ranking of 7.0).
- Add more general-use lanes (average ranking of 7.7).

Discussion:

- Post-pandemic, the region's transit needs have shifted. The old model is for getting people in and out of downtown, which is less necessary now.

How would you rank transportation investment priorities as a group?

Transit expansion and frequency are both important in their own ways.

- Route expansion sounds good, “as long as we do it right.”
- Frequency enables transfers that work.
- Should our region focus on buses or trains? Trains could have more impact with route expansions than buses.
- Frequency and route expansions are competing goals, although they are both great options.

Strong support for sidewalks and bike lanes.

Technology and maintenance can both support other goals.

- Example: Technology can support safety by requiring helmets on scooter users.
- Example: If bridges aren’t maintained, it hurts transit as well.
- Technology can provide up-to-date data for accurate decision-making.

There are changing cultural trends that will affect transportation.



Photo by Nicole Lovato/DRCOG

Table 1: Group 1 final ranking

Rank	Investment priority	Funding weight (number of coins)
1	Increase the frequency of existing transit service	High (4 coins)
2	Add more sidewalks and bicycle paths or lanes	High (3.5 coins)
3	Expand or create new bus routes and rail lines	High (3.5 coins)
4	Maintain existing roads, highways and bridges	High (3 coins)
5	Use the latest technology to manage the existing transportation system	Low (1 coin)
6	Add more carpool and high-occupancy vehicle lanes	None
7	Build new roads	None
8	Add more general-use lanes	None

Table 2: Group 2 final ranking

Rank	Investment priority	Funding weight (number of coins)
1	Expand or create new bus routes and rail lines	High (4 coins)
2	Add more sidewalks and bicycle paths or lanes	High (4 coins)
3	Maintain existing roads, highways and bridges	High (3 coins)
4	Increase the frequency of existing transit service	High (3 coins)
5	Use the latest technology to manage the existing transportation system	Low (1 coin)
6	Add more carpool and high-occupancy vehicle lanes	None
7	Build new roads	None
8	Add more general-use lanes	None

What nuance does this exercise not cover?

Some items were easier to rank than others.

- Car-focused items inspired easy consensus — often rejected and placed at the bottom of the ranking.
- The transit frequency versus coverage tradeoffs were difficult to weigh.
- The importance of maintenance was difficult to rank.

Let's fund what we can control.

- Accommodate sidewalk users first.
- Proper expansion of the rail network would be incredibly expensive.

Funding source matters.

- Who pays for what? What is “fair”?
- Some items (like transit expansion) require a large upfront cost and can only reap benefits if they are paid for in “chunks.”
- Some types of infrastructure have higher maintenance costs.

Mock projects meeting: October 30, 2025

At this meeting, DRCOG staff presented participants with several project archetypes. These were not specific projects, but example projects that showcased the type of project staff would be evaluating. Feedback on the project types is noted below.

What should the region generally consider when evaluating projects?

- Surrounding land use: current and planned.
- Quality of any accompanying pedestrian treatments (crossing distances, how much it improves the pedestrian experience).
- Transit is preferred over road widening. Has a corridor eliminated transit as a first option?
- Consider induced demand when evaluating air quality impacts of a project.
- Connectivity to other projects.
- Potential users.

Mock project #1: New roadway overpass at freight rail line intersection

Feedback:

- Reducing congestion could increase speeds and therefore crash severity.
- Need more understanding of the surrounding population.
- Grade separation may not help nonmotorized users all that much — long detours, encouraging higher traffic speeds, etc.
- Would like to see increased public transit on the route.



Photo courtesy of RTD

Mock project #2: Bus rapid transit on a current auto-dominated corridor

Feedback:

- It matters whether the bus repurposes an existing traffic lane or widens to get its own lane. Crossing more lanes, even if they are bus lanes, can be hard for pedestrians.

Mock project #3: Regional bike trail

Feedback:

- Connections to the rest of the regional bike network matter.
- Land use and “connecting places where folks need to go” matter. Recreation is not as important as transportation.
- Is there data on the number of bike commuters versus recreational users?
- If the bikeway is primarily residential, would the money be better spent on mass transit options, especially if we are trying to move the needle on mode shift?

Mock project #4: Road widening (four lanes to six) and adding sidewalks

Feedback:

- Would have preferred to look at transit first.
- Concerned about safety.
- Reduced congestion will incentivize driving, creating the same problem again in a few years.
- Traffic speed consistency between cross-sections matters.
- What about land use?
- Six-lane roads are dangerous.

Mock project #5: Existing intersection; add overpasses and create an interchange

Feedback:

- Will improving traffic flow really improve air quality? Brake and tire dust also contribute to pollution.
- Will the new pedestrian routes be continuous or require long detours?
- Interchanges can isolate surrounding land uses from each other.

Mock project #6: Corridor safety improvements

Feedback:

- The exact proposed design treatments matter. Some “pedestrian crossing” improvements don’t improve safety that much.
- What does the traffic calming actually look like?
- The project sounds important but would like it to be well analyzed as it moves toward implementation.

Community impact analysis meeting: February 2, 2026

At this meeting, DRCOG staff presented participants with the plan’s community impact analysis and discussed investment priorities.

What destinations matter to you?

Top responses

- Grocery stores.
- Open space or parks.

Other responses

- Recreation.
- Employment or school.
- Healthcare facilities.
- Social opportunities.
- Libraries.
- Businesses.

What destinations matter to your clients?

Top responses

- Employment.
- Healthcare.
- Human services.
- Courts.
- Libraries.

Other responses

- Food or food banks.
- Education.
- Open space.
- Entertainment.
- Retail.

- Housing.
- Social services.

What does fairness in transportation mean to you?

- Affordable transportation.
- Solving the gap in housing cost and transit access.
- Affordable.
- Fairness in mode.
- People prioritized over mode.
- Types of transportation are equally subsidized.
- Good access for all.
- Creating opportunities for improved health and well-being.
- Connection to community participation for older adults.

Draft document meeting: August 10, 2026

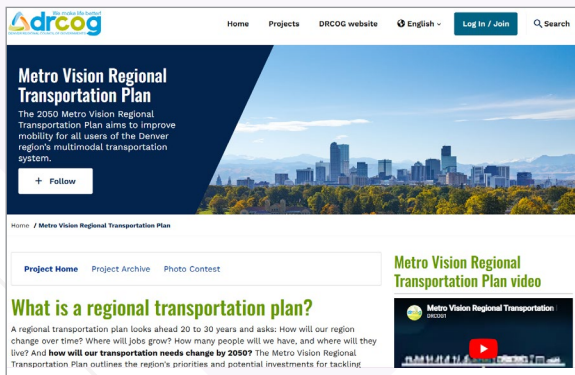
At this meeting, DRCOG staff presented participants with a preview of key portions of the draft plan and graphics while design was being finalized. Feedback included:

- “General distaste in roadway expansions — if 74% of respondents in the poll mentioned in the draft said that there should be no to little emphasis on roadway expansion, then there should be practically no roadway expansion of any type.”
- “With limited funding, we need to weigh congestion versus regional needs for balance.”

- “We should take care of existing infrastructure before expanding.”
- “Other countries tax a lot more than the United States does, so this is a potential barrier for the U.S. to overcome to fund transportation. Similarly, population density in urban areas often is not comparable to the U.S.”
- “Local policymakers should explore our current multimodal systems to experience what it’s like from different points of view (walk, ride, bike, etc.).”
- “If the Denver region can have better frequency when it comes to transit, there will be better ridership. People shouldn’t need to consult a schedule — at least every 15 minutes should be standard in the urban area.”
- “People shouldn’t need to walk more than 10 blocks to reach all basic amenities.”
- “You are basing the plans on current trends, but how do we know they reflect our future reality?”
- “Funding will need to come in different forms. Is there conflict between regional needs and more compact transit or frequency of service?”
- “You should show the percentage of projects that add general-purpose lanes.”
- “You should focus on reducing traffic in dense areas, not on commuting projects.”
- “It would be nice to see funding sources that could be jeopardized if known future initiatives (like Initiative 175) pass.”
- “Use this plan to improve upon the last plan update.”
- “Add physical safety barriers for bikes and pedestrians.”
- “Since gas has increased in price this year, I have seen an increase in biking in my neighborhood.”

- “Many bike lanes in the Denver metro are not intuitive — for where to get on and off, where they go or end, that they’re supposed to be one way most of the time.”
- “We need to have more wayfinding.”
- “Veo seems to be working with Denver to let people know the rules of the road, but maybe more could be done with wayfinding and maps.”
- “Bus rapid transit investment is concerning because we don’t yet know the user success rate. Faster bus speeds aren’t necessarily preferable to comfort and reliability.”
- “Dollars overwhelmingly support roadway capacity projects.”
- “Disconnect in feedback versus what projects DRCOG is pursuing.”
- “Funding should focus on safety and cheaper projects.”
- “Prioritization process: most people versus region wide.”
- “Define multimodal: car priority/expanding lanes. Design doesn’t match real outcome.”
- “Attach additional standards (including design standards) to our funding.”
- “Make better use of existing transit infrastructure.”
- “Need a campaign that advertises to people that one doesn’t need a car to get around the Denver region — even to get to the mountains.”
- “More collaboration between local transit and CDOT services like Bustang.”
- “Show that Bustang is a reasonable option to get to places as far away as Salida.”

- “Focus on the story you are trying to tell with these facts and figures. If these graphs are for regional governments, then it might be just fine. But if this is for people who are part of the Civic Advisory Group and regular people, I think it falls flat. What am I supposed to feel and look for in this work? How is my life supposed to change or be affected by how these dollars are allocated?”
- "Predictability, comfort and safety can be preferable to riders of transit or bus rapid transit, not just the speed of the trip or the congestion element."
- “I feel it is admirable that you are making these discussions and forums available to the average Joe — me!”



Webpage and online engagement

Social Point

DRCOG uses [Social Point](#) as an online community engagement platform to connect with communities and gather public input. The platform emphasizes inclusive, meaningful engagement by allowing participants to contribute ideas, provide feedback and interact with projects in real time. Throughout the project, the plan's website had 3,222 views, 1,556 visitors and 333 comments.

Survey

DRCOG staff reached out to the public and stakeholders online and in person to promote participation in a Regional Transportation Plan survey. While not statistically significant, the survey was a way to get a read on the opinions of engaged residents.

A total of 326 people completed the survey. Results revealed that what residents want most are safe, multimodal and active transportation improvements connecting the region. Respondents' top priorities were increased sidewalks and bike paths, expanded transit frequency and routes, and existing road or route maintenance. DRCOG staff used the results from this survey, along with all other feedback, to help shape the plan.



Table 3: In your daily life, what are your most critical transportation challenges?

Survey response	Number of responses
Lack of good quality biking or walking options	197
Lack of good quality transit services	185
Safety (worry about traffic crashes or dangerous roads)	179
Traffic congestion and delays	102
Poorly maintained roads and bridges	90
Difficulty connecting between different types of transportation	81
Cost of transportation	46
Other	25

Table 4: The success of a transportation system involves many different factors. In your opinion, which factor is most important to a successful regional transportation system?

Survey response	Number of responses
Regional transit: Transit options are reliable, convenient and comprehensive.	97
Multimodal mobility: Fewer people choose to drive.	84
Active transportation: It is safe and comfortable to walk and bike to essential destinations.	61
Safety: Fewer people are seriously injured or die in crashes.	40
Air quality: The transportation system creates less ozone, carbon dioxide and other pollutants.	20
Freight: Delivery trucks can reliably reach their destinations.	9

Table 5: During a typical week, which of these forms of transportation do you use to get around the region?

Survey response	Number of responses
Drive alone	252
Walk	212
Ride a bicycle	160
Bus	105
Carpool or vanpool	87
Rail	82
Uber, Lyft, taxi or other ride-hailing method	33
Scooter or e-scooter	28
Other	10
Motorcycle	5
Paratransit	0

Table 6: What is your preferred way of getting around the region?

Survey response	Number of responses
Drive alone	112
Walk	86
Ride a bicycle	36
Bus	34
Carpool or vanpool	23
Rail	13
Uber, Lyft, taxi or other ride-hailing method	8
Scooter or e-scooter	4
Other	1
Motorcycle	1
Paratransit	0

Regional Transportation Plan priority ranking

- Safety (68% ranked it “very important”).
- Active transportation (61% ranked it “very important”).
- Multimodal mobility (50% ranked it “very important”).
- Regional transit (49% ranked it “very important”).
- Air quality (47% ranked it “very important”).
- Freight (8% ranked it “very important”).



Photo by JR Goodwin/DRCOG

Table 7: Investment priority rankings

Priority	Percent who ranked “high funding priority”	Percent who ranked “medium funding priority”	Percent who ranked “low funding priority”	Percent who ranked “no funding”
Add more sidewalks and bicycle paths or lanes	68%	15%	9%	8%
Increase frequency of existing transit service	58%	26%	12%	4%
Expand or create new bus routes and rail lines	54%	30%	10%	6%
Maintain existing roads, highways and bridges	42%	39%	15%	4%
Use technology to manage the existing transportation system	22%	41%	28%	9%
Add more general-use lanes	13%	13%	21%	53%
Build new roads	8%	13%	26%	54%
Add more carpool or high-occupancy vehicle lanes	4%	23%	48%	25%

Transportation photo contest

DRCOG staff held a transportation photo contest in March 2026. The contest was an opportunity for the public to share their talent with transportation-related snapshots. There were 663 visits to the photo contest webpage. DRCOG staff accepted 68 submissions and selected 10 winners and 19 runners-up. The winning photos, with credits to the photographer, are included in the updated plan and were featured on DRCOG’s social media pages.

Social media

DRCOG staff shared posts on social media to publicize the Regional Transportation Plan survey, photo contest and public comment period, and to generate discussion about transportation in the region. Each post promoting the survey and the public comment period had an English and Spanish version.

Table 8: Social media engagement

Campaign	Total posts	Total impressions
Regional Transportation Plan survey	52	28,835
Photo contest	28	19,535
Public comment period	23	3,877

Local events

DRCOG staff attended 14 large and small community events throughout the 10-county Denver region in 2025, resulting in exchanges with more than 5,500 event attendees.



Photo by Angie Shelbourn/DRCOG

Map 1: Local events attended

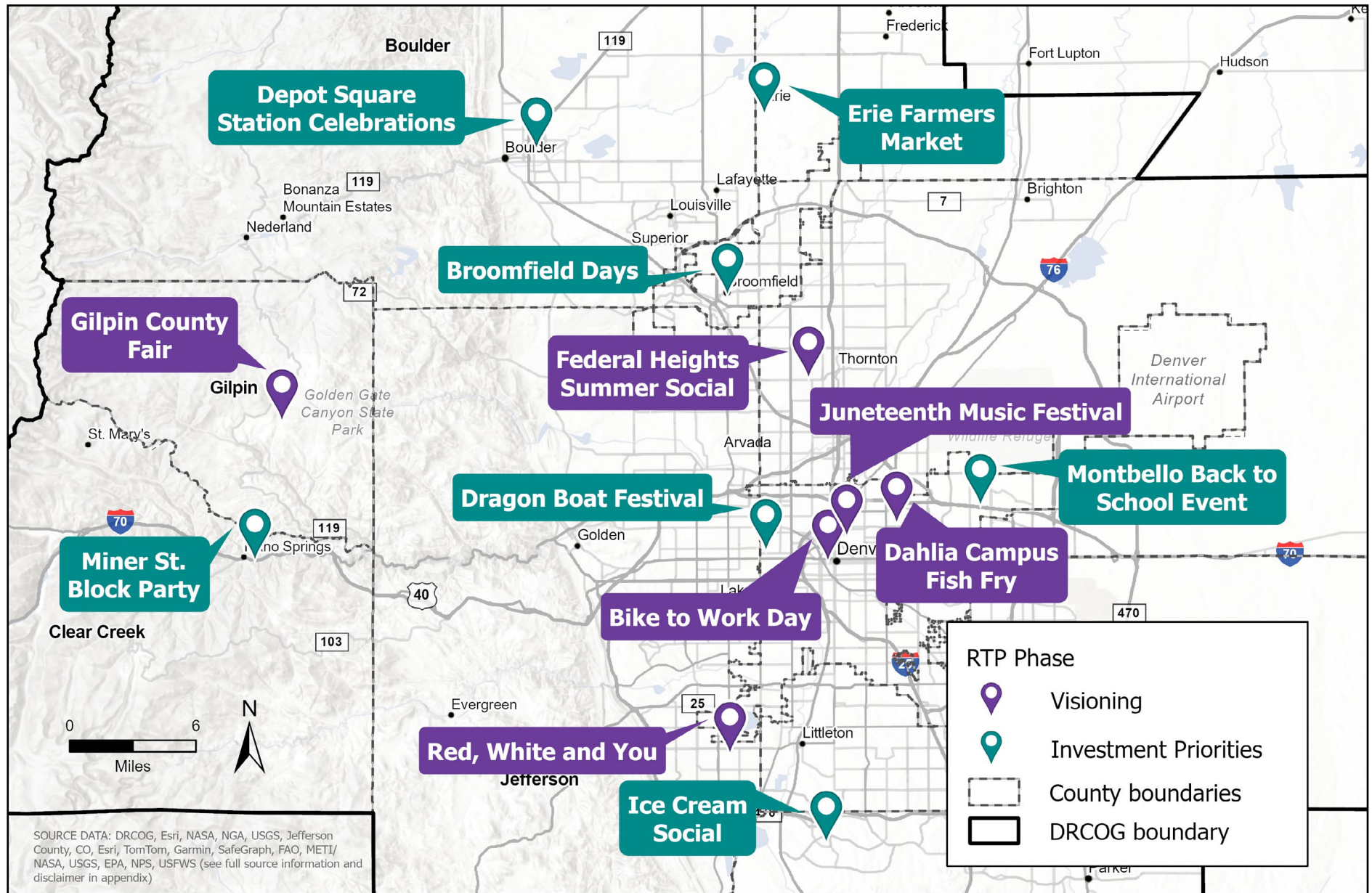


Table 9: Top comments at local events

Event name	Engagement phase	Most common comment	Second most common comment
Gilpin County Fair	Visioning	Need better transportation options	More public transit routes
Federal Heights Summer Social	Visioning	Concerns over traffic safety	Need better microtransit
Bike to Work Day	Visioning	Biking and walking improve mental health, are fun	Biking and walking improve physical health
Red, White and You	Visioning	Fix potholes	Make transportation fast, easy, timely and efficient
Juneteenth Music Festival	Visioning	More public transit routes	More public transit frequency
Dahlia Campus Fish Fry	Visioning	Affordable transportation needed	More public transit frequency
Miner Street Block Party	Investment priorities	Maintain existing roads, highways and bridges	Expand or create new bus routes and rail lines
Depot Square Station Celebrations	Investment priorities	Expand or create new bus routes and rail lines	Add more sidewalks and bicycle paths or lanes

Table 9: Top comments at local events (continued)

Event name	Engagement phase	Most common comment	Second most common comment
Dragon Boat Festival	Investment priorities	Add more sidewalks and bicycle paths or lanes	Maintain existing roads, highways and bridges
Erie Farmers Market	Investment priorities	Add more sidewalks and bicycle paths or lanes	Expand or create new bus routes and rail lines
Broomfield Days	Investment priorities	Add more sidewalks and bicycle paths or lanes	Expand or create new bus routes and rail lines
Montbello Back to School Event	Investment priorities	Maintain existing roads, highways and bridges	Expand or create new bus routes and rail lines
Highlands Ranch Ice Cream Social	Investment priorities	Add more sidewalks and bicycle paths or lanes	Maintain existing roads, highways and bridges

Visioning

DRCOG staff attended community events throughout the region. During the early part of the summer, staff used a poster that invited open-ended responses from residents. The key question was “What does your ideal transportation system look like?”

Table 10: Top comment themes

Comment	Number of comments
Biking and walking improve mental health, are fun	46
More transit routes needed	41
More quality bike facilities needed	26
More transit frequency needed	24
Biking and walking improve physical health	14
Concerns over traffic safety	14
Affordable transportation needed	13
Transportation as community-building tool	11
Dislike driving	10
Bus stop improvements and more comfortable buses needed	10
Front Range Passenger Rail or statewide rail	10

Table 11: Notable local concerns

Event and location	Comment
Dahlia Campus Fish Fry (Denver)	Want light rail to Boulder.
Federal Heights Summer Social (Adams County)	Need better microtransit and ride-sharing services.
Miner Street Block Party (Clear Creek County)	Requests for a train to Denver and more express bus routes to avoid Interstate 70 traffic.
Gilpin County Fair	Want a train to Winter Park/Rollinsville stop.
Gilpin County Fair	Need sidewalks — there is a key walking path between Black Hawk and library in central area.

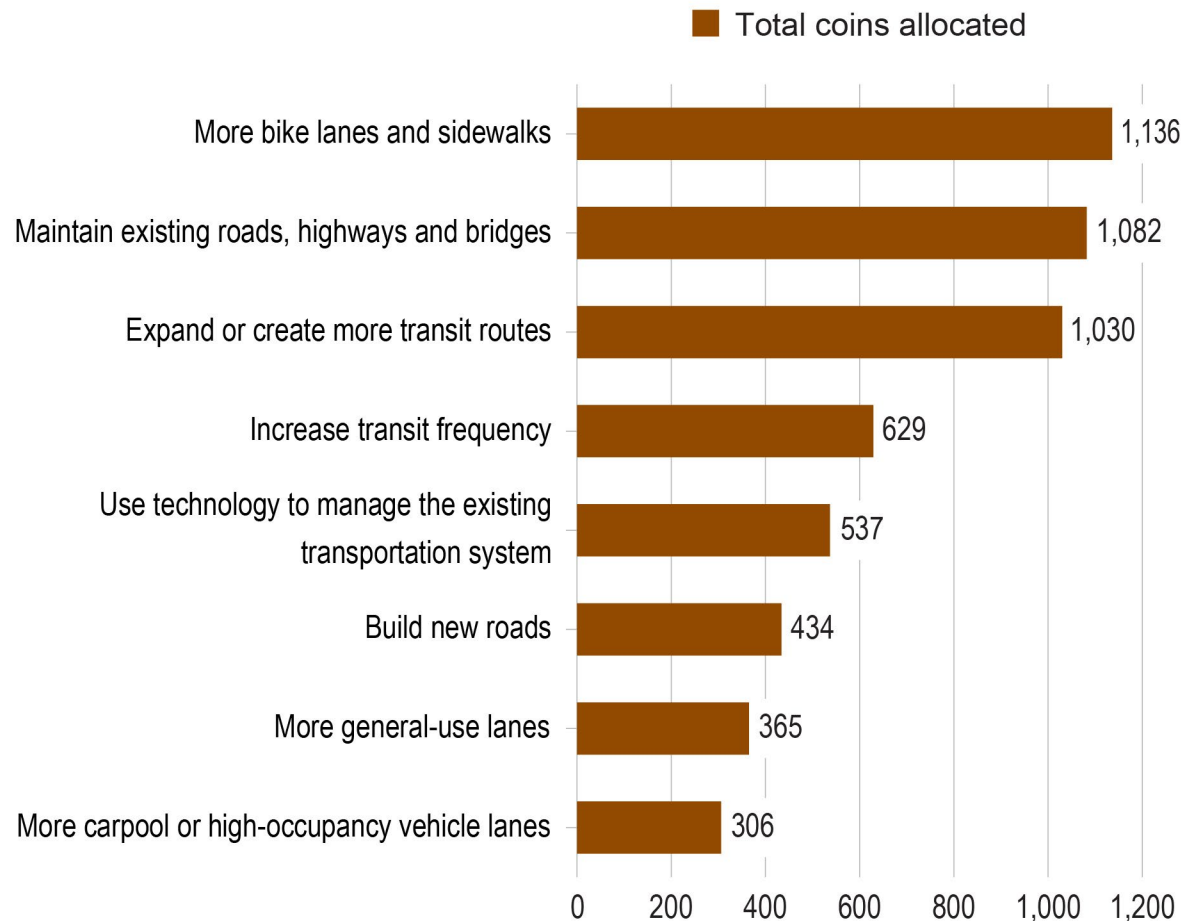
Table 12: Quotes from residents

Event	Question	Comment
Dahlia Campus Fish Fry	What does your ideal transportation system look like?	"Efficient, affordable and frequent for those in need."
Dahlia Campus Fish Fry	What does your ideal transportation system look like?	"A train that goes anywhere!"
Federal Heights Summer Social	Not applicable	"I'm thankful for my health, because there are no [transportation] options for those without it."
Red, White and You	In a perfect world, what is transportation like?	"Teleport."
Red, White and You	In a perfect world, what is transportation like?	"Free and united into one system."
Red, White and You	What makes transportation fun?	"Hanging out with my friends and family."
Red, White and You	What makes transportation fun?	"You get to see a lot of nature [when biking or walking]."
Red, White and You	What makes transportation fun?	"I like to ride my bike because it goes fast."

Table 12: Quotes from residents (continued)

Event	Question	Comment
Gilpin County Fair	What do you want transportation to look like in 20 years?	"Pick me up when I'm old!"
Dragon Boat Festival	Not applicable	"Build new roads? We got plenty, just fix 'em up!"
Broomfield Days	Not applicable	"The less I have to drive my car, the better."
Erie Farmers Market	Not applicable	"I don't want bridges falling down!"

Figure 1: Total coins allocated across all events



Investment priorities

At the events listed in table on the following page, people were given five coins to “spend” on eight different funding priorities.

Observations

Feedback from local events varied by location. In general, people were excited to hear about transportation improvements in their area and were interested in sustainable methods of transportation.

Table 13: Coins allocated to each investment priority by event

Priority	Highlands Ranch Ice Cream Social	Montbello Back to School	Miner Street Block Party	Dragon Boat Festival	Depot Square Station Celebrations	Broomfield Days	Erie Farmers Market
More bike lanes and sidewalks	211	96	30	436	75	202	86
Maintain existing roads, highways and bridges	208	107	49	351	29	273	65
Expand or create more transit routes	162	100	47	333	84	220	84
Increase transit frequency	100	68	27	217	74	118	25
Use technology to manage the existing transportation system	84	67	17	204	19	111	35
Build new roads	103	100	10	139	0	67	15

Table 13: Coins allocated to each investment priority by event (continued)

Priority	Highlands Ranch Ice Cream Social	Montbello Back to School	Miner Street Block Party	Dragon Boat Festival	Depot Square Station Celebrations	Broomfield Days	Erie Farmers Market
More general-use lanes	93	45	10	107	4	81	25
More carpool or high- occupancy vehicle lanes	92	22	5	105	7	55	20

Community meetings

Castle Rock Youth Commission

The nine-member Castle Rock Youth Commission advises the Town Council, offering students in grades nine through 12 an opportunity to learn about local government, engage in civic processes, and voice the needs and perspectives of youth throughout the Castle Rock community. DRCOG staff attended the Youth Commission's November meeting and shared the draft investment priorities. The members were curious about the planning process in general and expressed the need for better sidewalks in their community.

Westminster Youth Advisory Panel

The Westminster Youth Advisory Panel empowers students in grades eight through 12 to offer feedback and guidance to the City of Westminster, helping them build new skills and form meaningful connections that support their growth as engaged and impactful citizens. DRCOG staff attended the Youth Advisory Panel's December meeting and shared the draft investment priorities. The members were interested in hearing more about potential transit investments.

Centennial Senior Commission

The Senior Commission serves as an advisory forum for issues affecting older adults. In partnership with the YMCA of Metro Denver, Centennial supports a multigenerational space that connects youth and seniors. The commission includes the mayor, five senior residents, two alternates and three senior-services professionals. The Senior Commission's top priority was "maintain existing roads, highways and bridges," and their second priority was "use technology to manage the existing transportation system."

Committees and public comment

DRCOG committees and Board

DRCOG staff kept members of the Transportation Advisory Committee, Regional Transportation Committee and Board of Directors informed throughout the development of the plan. At the time of writing, staff have presented to the Transportation Advisory Committee eight times and the Regional Transportation Committee six times since the plan's kickoff.

County transportation forums

There are eight transportation forums within DRCOG's metropolitan planning organization boundary. Each forum is a geographic unit containing a county and all the incorporated areas within the county. The forums provide flexibility for member governments to apply local values to the planning process and remain up-to-date on other countywide transportation topics, in addition to regular updates from DRCOG, the Colorado Department of Transportation and RTD.

For the update to the 2050 Metro Vision Regional Transportation Plan, DRCOG staff kept the county transportation forums informed on key milestones and relied on them to identify and submit projects for evaluation during the call for projects. All DRCOG county transportation forum meetings are required to be open to the public, and their agendas are publicly posted and contain time to receive public comment. The agendas and meeting information are also posted to DRCOG's website.

Regional Review Panel

Following the call for projects, DRCOG staff provided each project's qualitative score to the Regional Review Panel, alongside information related to congestion, equity and county rankings, if available. Staff also provided a summary of public feedback to

date. The panel was composed of staff from DRCOG, CDOT and RTD, as well as a staff representative from each county transportation forum. The panel met three times in November to identify additional considerations DRCOG staff and regional partners could consider in evaluating submitted projects.

Public comment period, public notice and public hearing

DRCOG held a 30-day public review period for the Regional Transportation Plan from September 6 through October 6. The draft plan and its related appendices were available for review on the project website, and people were able to comment online, via mail or at the public hearing. The public hearing was hosted before the Board of Directors on October 7 at their virtual work session. The comment period was promoted through websites, social media, focus groups and committees. There were 207 visitors to the draft plan page, with seven online comments and one comment at the public hearing.