HELP US SHAPE THE
METRO VISION REGIONAL TRANSPORTATION PLAN

Civic Advisory Group

February 19, 2026

Equity Analysis

Discussion lead by Carolyn Klamm

What destinations matter to you?

Top responses:

- Grocery stores.
- Open space/parks.

Other responses:

- Recreation.
- Employment/school.
- Health care facilities.
- Social opportunities.
- Libraries.
- Businesses.



What destinations matter to your clients?

Top responses:

- Employment.
- Health care.
- Human services.
- Courts.
- Libraries.

Other responses:

- Food/food banks.
- Education.
- Open space.
- Entertainment.
- Retail.
- Housing.
- Social services.



What does equity in transportation mean to you?

Affordable transportation.

- “Solving the gap in housing cost and transit access”.
- “affordable”.

Equity in mode.

- “people are prioritized over mode”.
- “Types of transportation are equally subsidized” .

Good access for all.

- “Creating opportunities for improved health and wellbeing”.
- “Connection to community participation for older adults”.

Adopted Investment priorities

Presentation by Alvan-Bidal Sanchez

Find a copy of the presentation here: Investment Priorities presentation, January BOD.

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Q&A

Question: Why does CDOT have so much money going towards programs, instead of projects?

Answer: The RTP limits 'projects' to those we have to include in the plan, but most of the money being spend in the region is on 'program' which are typically smaller projects that we wouldn't include in the RTP as specifically. CDOT funds projects like Bustang, on top of regular maintenance tasks such as highway resurfacing. CDOT's safety calls for projects are also an example of programs. These are types of investment we'd show in the RTP as 'programs.'

Question: What is the difference between roadway, bridge, and intersection projects?

Bridge projects are typically reconstructions or grade separations. They often add or enhance multimodal elements. Roadway projects are typically new roads or roadway widenings.

Question: How is congestion score calculated?

This is calculated by DRCOG's travel model.

Question: Were applicants given additional weight if they included multimodal features?

Not in the Regional Transportation Plan, these elements are also included in evaluation for the transportation improvement program, which provides funding for the projects.

Question: Could we model different packages of projects in the future?

DRCOG used some "scenario analysis" this cycle to try to capture this idea, but it does not precisely test different project packages. The model cannot describe the emissions impact of one particular project, it can only test the whole system. DRCOG doesn't have recent history of testing 'packages' of projects to move forward with.

Question: How do recent changes at EPA impact this work?

So far, DRCOG has not made any changes to our process. We're waiting on official guidance or rules to respond to before changing our processes.

Next steps

- Alvan will reach out to the travel modeling team on how the model captures induced demand and follow up.
- In a few weeks, Carolyn will reach back out to begin scheduling the next meeting.
- At our next meeting (summer), we will review the final plan document.

Please email cklamm@drcog.org if you need clarification, or if DRCOG staff have documented anything incorrectly.

Thank you for participating!