

Attachment A
Meeting Summary
Regional Transportation Committee
Tuesday, May 19, 2026

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

Members (or Voting Alternates) Present:

Debra Johnson	Regional Transportation District
Karen Benker	Regional Transportation District
Kiernan Maletsky	Regional Transportation District
Michael Guzman	Regional Transportation District
Darius Pakbaz	Colorado Department of Transportation
Diane Barrett	Colorado Department of Transportation
Shelley Cook	Colorado Department of Transportation
Colleen Whitlow (Chair)	Denver Regional Council of Governments
Doug Rex	Denver Regional Council of Governments
Nicole Speer	Denver Regional Council of Governments
Richard Kondo	Denver Regional Council of Governments
Steve Conklin	Denver Regional Council of Governments
Erin Clark	Denver Housing Authority
Mike Silverstein	Regional Air Quality Council
Skyler McKinley	Auto Club Group

Additional Alternates Present:

Jacob Riger	Denver Regional Council of Governments
Sharon Davis	Denver Regional Council of Governments

Public: Richard Driscoll, Shaun Brog, Christina Leach, Andy Ruiz

DRCOG staff: Steph Piperno, Cole Neder, Erik Braaten, Alvan-Bidal Sanchez, Josh Schwenk, Malorie Miller, Kathryn Rush, Aaron Villere, Carolyn Klamm

Call to Order

Chair Colleen Whitlow called the meeting to order at 8:32 am.

Public Comment

There was no public comment.

April 14, 2026 Regional Transportation Committee Meeting Summary

The summary was accepted without changes. Jacob Riger noted this meeting is likely the last one at 8:30 am on the third Tuesday of the month. The next RTC meeting, anticipated for July, will start the new RTC meeting day and time of the first Tuesday of each month at noon, with lunch provided.

Action Items

2026-2029 Transportation Improvement Program Amendments

Josh Schwenk, Senior Planner, Programming and Project Delivery, provided May 2026 Amendments to the 2026-2029 Transportation Improvement Program, known as the TIP.

The region's transportation planning process allows for Board-approved amendments to the current TIP on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the Transportation Improvement Program. The projects to be amended are included in the table and listed in the attachment. The proposed amendments to the 2026-2029 TIP have been found to conform with the State Implementation Plan for Air Quality.

Director Guzman moved to recommend to the Board of Directors the attached project amendment to the 2026-2029 Transportation Improvement Program. The motion was seconded and passed unanimously.

Informational Briefings

Metro Denver Economic Development Corporation: I-70 Mountain Corridor Impact Study

Jacob Riger, Division Director, Transportation Planning and Operations, introduced Shaun Brog with the Metro Denver Economic Development Corporation (Metro Denver EDC). He presented on the 2026 update to the Interstate 70 Mountain Corridor Impact Study.

In 2007, the Metro Denver EDC and partners conducted a study examining the impact of congestion on the Interstate 70 (I-70) mountain corridor from Denver to Grand Junction. The study quantified impacts to residents, tourism, businesses, governments, and others. At the time, the study found a total annual cost of congestion of \$839 million (2005 dollars). The current study updates this analysis to \$2.25 billion, a 53 percent increase after adjusting for inflation.

The current study updates the original 2007 report, maintaining the same analytical framework to ensure comparability across nearly two decades of economic growth, population change, and evolving travel behavior.

Director Kondo asked about the study's methodology related to economic development. Shaun explained the methodology was kept consistent with the older study, though the newer study did analyze several issues raised by communities along the corridor. Director Kondo also asked about travel analysis in the eastbound direction

(not just from Denver to the mountains). Shaun clarified the study's analysis is bi-directional to understand total travel along the corridor and that the study includes a significant trucking and freight section.

Commissioner Cook asked for clarification about maintenance rankings. Shaun noted that the Metro Denver EDC publishes a report called "Toward a More Competitive Colorado" with detailed rankings. Commissioner Cook shared that maintenance challenges are difficult in Colorado.

Director Speer asked how climate change will interact with congestion patterns over the next 20 years. Shaun responded that he had prepared a separate report examining the property and casualty insurance industry in Colorado. He speculated that if extreme weather events increase in frequency or severity, it will likely cause issues along the corridor. Similarly, lower snowpack can lead to more concentrated congestion events when travelers do go to the mountains.

Director Davis asked about the seeming disparity between increased traffic along the corridor even as some people are moving away from Colorado. Shaun responded that current travel patterns don't yet seem affected, but could be affected in the future. He also noted he is trying to get data from Denver International Airport about where rental cars travel and the report could be potentially revised to include this data if available.

Director Davis also observed about considering the differences between short-term and long-term housing rentals.

Erin Clark asked about high housing costs (and land costs) and was curious about the relationship between high housing costs and potential solutions, especially in mountain communities and how that relates to congestion on I-70. Shaun noted the draft report contains a section discussing local government and other housing activities and strategies, such as dedicated workforce housing.

Director Silverstein asked about alternatives to I-70, such as US-285, and how that factors into the analysis. Shaun clarified that the alternatives primarily address travel options, but also touch on alternate routes. Director Silverstein also asked about crashes in the analysis. Shaun responded this issue is particularly noticeable in the strain of local governments to provide adequate emergency response.

Finally, Director Benker asked how CDOT might use the report's information to provide solutions. Shaun said the report's goal is to provide robust data but not to propose specific solutions.

Built to Move: Multimodal Supportive Local Development Standards Update

Cole Neder, Senior Planner, Regional Transportation Planning, and the project's consultant provided an update on the toolkit. This implementation-based project will provide local governments with strategies and standards that advance multimodal connectivity. Once completed, the toolkit will include case studies, land development code strategies, implementation strategies, and stakeholder engagement.

Director Clark asked about the role of infrastructure and utilities coordination between long range planning and the private sector. Cole responded that the focus groups have helped bring in diverse perspectives, including engineers, to bridge gaps.

Director Kondo discussed the recent peer exchange visit to Seattle and Redmond and wondered if this toolkit needed a strategy to bring in the business sector to provide funding and support. Cole responded that the conclusion of the project will include a developer panel to hear directly from the private sector and to bring together the private and public sectors.

Director Speer asked about involvement of architects given their role in development. Cole noted that would be part of the focus groups. Director Speer also noted a couple developments in Boulder as examples of the level of interest and involvement of various stakeholders in the development process.

Regional Multimodal Freight Plan Update

Cole Neder, Senior Planner, Regional Transportation Planning, and the project consultant provided an update, presenting the results of the Existing Conditions Analysis, summary of engagement activities, and anticipated project next steps. The result will be an enhanced freight plan that provides more explicit, data-driven recommendations for regional system-wide improvements.

Director Kondo asked about the microhub concept and gave Breckenridge as an example. The consultant responded that this concept can be reviewed for potential inclusion.

Director Speer asked about drone delivery. Cole responded this would fall into the best practices and emerging technologies section.

Director Guzman asked about who is considered freight and discussed the example of the United States Postal Service and how much freight they move and deliver. The consultant responded that the primary freight data includes everyone without splitting out specific companies or agencies. The freight steering committee includes some

input from the private sector, though it can be very difficult to get the private sector involved.

Taking Action on Regional Vision Zero Update

Kathryn Rush, Senior Planner, Regional Transportation Planning, reviewed the status of the update to Taking Action on Regional Vision Zero, including a preview of the updated Regional Crash Profiles, draft Regional High Injury Network, and Critical Corridors.

Director Kondo asked about distracted driving. Kathryn responded that it tends to be under-reported and can be very difficult to prove, but it is definitely an issue.

Commissioner Cook asked about Colorado Boulevard and whether Bus Rapid Transit (BRT) projects help reduce crashes. Kathryn noted there is research showing that general purpose lane reductions (such as repurposing for dedicated BRT lanes) and accompanying pedestrian improvements do reduce conflict points. Jacob added that DRCOG and the region's approach is to view arterial BRT and other major projects as generational investments in corridors that achieve multiple objectives for mobility, safety, and equity.

Administrative Items

CDOT: Director Pakbaz noted the Transportation Commission is anticipated to adopt the 10-Year Plan. Commissioner Cook highlighted the Colorado BRT open house. She also noted the Commission workshop tomorrow will include an update on wildfire mitigation measures. In the DRCOG region, Colorado State Highway 72 is a top priority for wildfire mitigation. She also noted the recent legislative creation of a new road pavement enterprise. It has no new funding to start, but is intended to have dedicated funding to grow over time.

RTD: GM/CEO Debra Johnson noted upcoming service changes will go into effect on June 7. She also discussed downtown rail reconstruction, which will resume this summer. The original light rail line opened October 7, 1994. RTD has received \$9.3 million through the Clean Transit Enterprise. Joint Service partnership for Front Range Rail was also discussed. Colfax BRT will have a groundbreaking for the Aurora segment in August. Director Guzman discussed downtown rail reconstruction, noting that temporary rail service, known as the T line, will be added. He also shared the website (www.rtd-denver.com/railproject) and discussed the Aurora small business development center to help businesses in that section of the Colfax BRT corridor. Additionally, he noted the partnership with Jefferson County for the new Red Rocks Amphitheater shuttle service. Finally, he shared he has been accepted into the Mineta Transportation

Institute. Director Benker also discussed joint service planning for Front Range Passenger Rail, as well as the new starter service along Colorado State Highway 7 and new service from Longmont to Denver International Airport. Finally, she asked for a briefing at RTC if Initiative 175 moves forward. The RTD reform bill was also noted in the context of upcoming RTD Board elections.

RAQC: Executive Director Silverstein noted the summertime ozone season is kicking off, and the region has already exceeded the ozone standard a few times. RAQC also received funding through the Non-Attainment Area Pollution Mitigation Enterprise.

DRCOG: Jacob gave a brief update on the draft Build America 250 Act, focusing on the process of developing the draft legislation more than the content, which will likely change significantly before a final bill is adopted, a point emphasized by GM/CEO Debra Johnson.

Adjournment

The meeting was adjourned at approximately 10:35 am.