Attachment A
Meeting Summary
Regional Transportation Committee
Tuesday, August 4, 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
Michael Guzman	Regional Transportation District
Matt Larsen	Regional Transportation District
Darius Pakbaz	Colorado Department of Transportation
Herman Stockinger	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
Erin Clark	Denver Housing Authority
Mike Silverstein	Regional Air Quality Council
Skyler McKinley	Auto Club Group
Jeff Kullman	Michael Baker International

Additional Alternates Present:

Kiernan Maletsky	Regional Transportation District
Brett Paglieri	Regional Transportation District
Jacob Riger	Denver Regional Council of Governments
Sharon Davis	Denver Regional Council of Governments

Public: Ed Bowditch, Jennifer Cassell, Jeremy Haywood, Ryan Arthur

DRCOG staff: Alvan-Bidal Sanchez, Josh Schwenk, Jhas Cooper-Moore, Stephanie Piperno, Cole Neder, Todd Cottrell

Call to Order
Chair Colleen Whitlow called the meeting to order at 12:00 pm.

Public Comment
There was no public comment.

July 7, 2026 Regional Transportation Committee Meeting Summary
The summary was accepted without changes.

Action Items

2026-2027 Unified Planning Work Program Amendment

Josh Schwenk, Senior Planner, Programming and Project Delivery, presented an amendment to the Federal Fiscal Years 2026 and 2027 Unified Planning Work Program (UPWP). He explained that the UPWP serves as DRCOG’s two-year work plan for administering Consolidated Planning Grant funds received from the Federal Highway Administration and Federal Transit Administration, which support the region's metropolitan transportation planning activities. When the UPWP was originally adopted, it included 2026 funding levels, estimated carryover funds from the previous UPWP, and projected funding for 2027. Since adoption, DRCOG has closed out the prior two-year contract period and received finalized rollover amounts as well as updated 2027 funding estimates from CDOT.

The proposed amendment updates the financial information contained in Appendix C of the UPWP to reflect these finalized funding amounts. Josh noted that the amendment does not modify any of the work tasks, projects, or activities included in the program and is limited to updating the financial figures associated with the plan.

Director Guzman moved to recommend to the Board of Directors approval of the amendment to the Federal Fiscal Years 2026 and 2027 Unified Planning Work Program for the Denver region. The motion was seconded and passed unanimously.

2026-2029 Transportation Improvement Program Amendments

Josh Schwenk, Senior Planner, Programming and Project Delivery, presented a series of amendments to the 2026-2029 Transportation Improvement Program (TIP). He explained that many of the proposed changes were necessary following the recent approval of CDOT's 10-Year Plan and included updates to project funding levels, funding sources, and project scopes throughout the region. Key amendments included the addition of $5.9 million in Federal Transit Administration Section 5337 State of Good Repair funding for RTD, $22 million in state safety funds for the Region 1 Hazard Elimination Pool, and $32.3 million in FASTER safety funds for the Region 1 FASTER Pool. Other amendments updated funding and project phases for major transportation projects, including the I-270 Corridor, I-25 and Happy Canyon, I-25 at Speer Boulevard and 23rd Avenue, I-25 from U.S. 36 to 104th Avenue, the Federal Boulevard Bus Rapid Transit project, and the I-70 and Kipling Street interchange project.

Committee members asked questions regarding the significant increase in funding for certain projects and the meaning of the FASTER funding program. Staff explained that several amendments involved replacing previously identified state legislative funding with funding approved through CDOT's 10-Year Plan, while also adding newly approved funding commitments.

Director Johnson moved to recommend to the Board of Directors approval of the attached amendments to the 2026-2029 Transportation Improvement Program. The motion was seconded and passed unanimously.

Federal Performance Measures – Traffic Congestion and Congestion Mitigation and Air Quality Improvement Program

Alvan-Bidal Sanchez, Program Manager, Regional Transportation Planning, presented proposed federal performance targets for traffic congestion reduction and on-road mobile source emissions as required under the Federal Highway Administration's Performance Measure 3 (PM3) framework. He explained that DRCOG is required to establish targets for the Denver-Aurora urbanized area because the region meets federal criteria related to population, National Highway System mileage, and ozone nonattainment status. The proposed traffic congestion reduction targets were developed jointly with CDOT and focus on increasing non-single occupancy vehicle (non-SOV) travel and managing peak-hour excessive delay. Staff recommended targets of 37.5% non-SOV travel in 2027 and 38.5% in 2029, as well as peak-hour excessive delay targets of 19.8 hours per capita in 2027 and 20.0 hours per capita in 2029. Staff noted that the targets are intended to be realistic and achievable near-term measures rather than aspirational long-range goals.

Alvan also reviewed proposed CMAQ emissions reduction targets for nitrogen oxides and volatile organic compounds, which are based on projects funded through the Congestion Mitigation and Air Quality Improvement Program. He explained that emissions reductions are measured when projects receive federal authorization rather than when they are completed, and that the methodology was refined from prior target-setting cycles using calculations developed by CDOT. Staff emphasized that the targets help track regional progress and support federal reporting requirements, but they are not directly tied to future funding allocations.

Committee members asked questions regarding the methodology used to calculate congestion and travel behavior measures, including how non-SOV travel and peak-hour excessive delay are defined and measured. Alvan clarified that non-SOV travel is based on U.S. Census American Community Survey data and includes transit, carpooling, walking, biking, and telecommuting trips. Additional discussion focused on the federally prescribed methodologies used to establish the targets and the distinction between these required performance measures and broader regional transportation planning efforts that address congestion and mobility solutions.

Director Guzman moved to recommend to the Board of Directors approval of the traffic congestion reduction and on-road mobile source emissions reduction targets. The motion was seconded and passed unanimously.

Annual Transportation Advisory Committee Review

Alvan-Bidal Sanchez, Program Manager for Regional Transportation Planning, presented the annual review of the Transportation Advisory Committee (TAC). He explained that TAC serves as DRCOG’s primary technical advisory body for transportation planning and policy matters, with all transportation-related recommendations undergoing review and discussion by TAC before advancing to the Regional Transportation Committee and Board of Directors. The committee consists of 40 voting members representing local governments, transportation agencies, special interest groups, and state partners, as well as non-voting representatives from the Federal Highway Administration and Federal Transit Administration.

As part of the annual membership review, staff evaluated participation levels, vacancies, and opportunities to maintain balanced representation across the committee. Staff reported that TAC continues to demonstrate strong participation from local government representatives and meaningful contributions from special interest members. The review identified vacancies among local government representatives in Adams and Douglas counties, which are being addressed through their respective appointment processes. Staff also reported one vacancy in the non-motorized transportation special interest seat and one equity seat member whose term was expiring.

To address these positions, staff recommended appointing Susan Prant, Executive Director of Community Cycles, to the non-motorized transportation special interest seat and renewing Angie Rivera-Malpiede’s appointment to the equity special interest seat for an additional two-year term. Staff noted both individuals have extensive experience in their respective fields and expressed a commitment to serving on TAC. Committee members emphasized the important role TAC plays in the regional planning process and acknowledged ongoing leadership transitions among committee members while maintaining strong engagement and participation.

Director Johnson moved to approve the special seat representative nominations recommended by the DRCOG Board Chair. The motion was seconded and passed unanimously.

Informational Briefings

Initiative 175 Briefing

Jacob Riger introduced a briefing on Colorado Initiative 175, a proposed statewide ballot measure related to transportation funding, presented by DRCOG's legislative consultants, Ed Bowditch and Jennifer Cassell. Staff explained that Initiative 175 would amend the Colorado Constitution to require certain transportation-related tax revenues, including motor vehicle sales taxes and a portion of sales taxes on auto parts and accessories, to be redirected from the state General Fund to the Highway Users Tax Fund (HUTF) for road transportation purposes. Because the measure would amend the Constitution, it would require approval by at least 55 percent of voters.

Ed Bowditch and Jennifer Cassell noted that the initiative is estimated to redirect approximately $700 million annually from the General Fund to transportation-related uses. They also discussed House Bill 25-1430, legislation enacted by the General Assembly in response to the initiative. The bill seeks to offset potential budget impacts by reducing certain transportation-related taxes and fees and adjusting state fiscal mechanisms, including TABOR refunds. Presenters explained that the interaction between the initiative and recently enacted legislation creates a complex fiscal and policy environment, with uncertainty regarding the long-term effects on state budgeting and transportation funding.

Committee members asked questions regarding potential impacts on public transportation funding, local government revenues, RTD funding sources, and how the proposal could affect transportation-related expenditures. Discussion also addressed the distinction between state-collected revenues and locally collected sales taxes, as well as concerns regarding whether voters would fully understand the initiative's fiscal implications. Presenters emphasized that several implementation details and long-term effects remain uncertain and will depend on future fiscal conditions and legal interpretations.

Administrative Items

Colorado Department of Transportation (CDOT)

CDOT reported that the Transportation Commission recently met to consider amendments to the FY 2027 CDOT budget related to the implementation of several legislative measures, including retail delivery fee reallocations and other transportation funding provisions approved during the 2026 legislative session. The commission also received a presentation on Colorado's Scenic and Historic Byways Program in recognition of Colorado's 150th anniversary. Additionally, CDOT continues to support statewide wildfire mitigation and response efforts, particularly in mountain communities. The Transportation Commission is scheduled to meet again on August 19, 2026.

Regional Transportation District (RTD)

RTD General Manager and CEO Deborah Johnson provided several agency updates. She reported that Fitch Ratings maintained RTD's AA+ rating for FasTracks revenue bonds and AA ratings for certificates of participation, while S&P Global Ratings reaffirmed RTD's AAA long-term rating with a stable outlook. Both rating agencies recognized RTD's financial management efforts and continued focus on addressing long-term fiscal challenges.

Director Johnson also reported that the RTD Board recently authorized approximately $20 million in reductions to the agency's proposed 2027 operating budget related to service delivery. She emphasized that no decisions have been made regarding specific route reductions, service frequencies, or schedule adjustments and noted that any future changes would follow RTD's public engagement process and Title VI requirements.

Additional updates included the expansion of RTD's Customer Experience Elevator Program to seven additional transit facilities. RTD reported continued reductions in criminal activity, undesirable behavior, and maintenance issues at stations where improvements have been implemented. RTD also announced funding awards for nine locally driven projects through the agency's Partnership Program, including microtransit services and service expansions in Commerce City, Adams County, Brighton, Longmont, Lone Tree, Englewood, Highlands Ranch, Parker, and Erie.

RTD Director Guzman highlighted progress on downtown rail reconstruction projects and discussed the importance of RTD's Transit Asset Management Plan and Public Transportation Agency Safety Plan in guiding infrastructure investments and state of good repair priorities. Director Banker also provided updates regarding RTD's efforts to address its budget deficit, preparations for transportation services associated with the upcoming Sundance Film Festival, and the launch of Longmont's SkyRide airport service scheduled to begin on September 27, 2026.

Regional Air Quality Council (RAQC)

The Regional Air Quality Council reported that the Denver metropolitan area continues to experience elevated ozone levels and multiple air quality alert days during the summer season. Staff noted that the region remains in ozone nonattainment and continues to experience air quality challenges even when wildfire smoke impacts are excluded from analysis.

RAQC is currently developing its next strategic air quality planning framework, known as the Blueprint, which will identify potential emission reduction strategies and programs for future consideration. Staff indicated that stakeholder outreach is underway and that the Blueprint is expected to be presented to the RAQC Board later this fall. Additional updates and recommendations will be provided as the planning process continues.

Director Doug Rex recognized the career and contributions of Phil Washington following his recent retirement announcement and acknowledged his leadership at both RTD and Denver International Airport. Chair Whitlow concluded the meeting by thanking RTC members, agency representatives, and DRCOG staff for their participation and collaboration. She reminded members that the next RTC meeting is scheduled for September 1, 2026.

The meeting was adjourned at approximately 1:22 pm.