

# Board update

Board meeting: August 19, 2026



## Consent agenda items

- [Amendments to the 2026-2029 Transportation Improvement Program.](#)
- [Amendment to the 2026-2027 Unified Planning Work Program.](#)



## Action item

[\*\*Discussion of federal performance measures and targets for traffic congestion and on-road mobile source emissions reductions\*\*](#)

**Presenter:** Alvan-Bidal Sanchez, program manager, Transportation Planning and Operations

**Background:** Federal law requires state departments of transportation and metropolitan planning organizations to set targets and report on progress toward achieving them for several performance measures, including traffic

congestion reduction and on-road mobile source emissions reduction.

The federal performance measures related to traffic congestion reduction are percentage of non-single-occupant vehicle travel and annual hours of peak-hour excessive delay per capita. Both measures apply only to the Denver-Aurora Urbanized Area, and the targets must be jointly set by the Colorado Department of Transportation and the Denver Regional Council of Governments. Based on coordination with CDOT staff, DRCOG staff proposed the following traffic congestion reduction targets:

- For percentage of non-single-occupant vehicle travel, a two-year target of 37.5% and a four-year target of 38.5%. The previous targets were 26.7% for 2023 and 27.7% for 2025, which the region has met.
- For annual hours of peak-hour excessive delay per capita, a two-year target of 19.8 hours and a four-year target of 20.5 hours. The previous targets were 15.8 hours for 2023 and 17.4 hours for 2025, which the region has met.

The on-road mobile source emissions reduction performance measure covers the two- and four-year cumulative estimated emissions reductions for all projects funded under the Congestion Mitigation and Air Quality Improvement Program. Because the DRCOG MPO remains in nonattainment for ozone, staff must set reduction targets for both volatile organic compounds and nitrogen oxides. DRCOG staff proposed the following targets for on-road mobile source emissions reduction:

- For volatile organic compound reduction, a two-year target of 246 kilograms per day and a four-year target of 509 kilograms per day.
- For nitrogen oxide reduction, a two-year target of 314 kilograms per day and a four-year target of 649 kilograms per day.

The Regional Transportation Committee and Transportation Advisory Committee previously recommended approval of the targets at their August meetings.

**Result:** The Board approved the recommended traffic congestion reduction and on-road mobile source emissions reduction targets.



## Informational briefings

### 2050 Metro Vision Regional Transportation Plan update

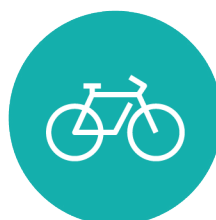
**Presenter:** Alvan-Bidal

Sanchez, program manager, Transportation Planning and Operations

**Background:** In January, the Board adopted the list of fiscally constrained project and program investments for the 2026 update to the 2050 Metro Vision Regional Transportation Plan. Since then, staff have been working on modeling, document development and ongoing engagement in support of the plan update.

The final plan will include revised priorities that incorporate public and stakeholder feedback; updated land use and travel modeling that reflects the latest population and employment forecasts for the region; increased funding to active transportation, freight and safety projects; and a new document design that meets the latest accessibility best practices. In addition, staff are developing an online dashboard that will offer a convenient way to explore the project and program investments included in the plan.

Staff have also continued public engagement efforts during document development, presenting to community organizations and holding a photo contest, the winners of which will be featured in the final plan document. In the coming months, staff will publish the draft plan for public review, meet with regional and state stakeholders, and ultimately bring the plan to the Board for action in the fall to meet a federal approval deadline of December 8.



### Emerging mobility in the Denver region

**Presenter:** Emily Lindsey,  
program manager,  
Transportation Planning and

Operations

**Background:** Since the publication of the Mobility Choice Blueprint in 2019, DRCOG staff have coordinated a regional approach to emerging mobility through initiatives such as the Micromobility Work Group, Shared Mobility Data Collaborative and Innovative Mobility Set-Aside. DRCOG's work in the micromobility space helps local government partners address things like:

- Mobility data governance, sharing and tools.
- Shared micromobility technical assistance and platforms.
- Mobility hub definitions, resources and planning.
- Microtransit inventory, planning and implementation support.
- Connected and automated vehicle planning and coordination.

Since 2019, the region's residents have taken more than 37 million trips on shared micromobility devices like e-scooters and bikes,

which are both replacing vehicle trips and connecting riders to transit. DRCOG's Shared Mobility Data Collaborative offers a public data dashboard and a seamless and cost-effective platform that member governments can use to manage shared micromobility programs.

In 2025, DRCOG staff updated the agency's [Shared Micromobility in the Denver Region](#) document, which includes information on trip trends, regulatory policies, and best practices for operations and safety, along with a checklist for local agency implementation.

DRCOG's Transportation Improvement Program includes an [Innovative Mobility Set-Aside](#), which funds technical assistance projects that advance emerging mobility at no cost to local partners. So far, the set-aside has funded 11 projects that are currently underway, including everything from mobility hub planning to a shared micromobility feasibility study. The next call for projects for the Innovative Mobility Set-Aside will open on October 1.

