

Attachment A
Meeting Summary
Regional Transportation Committee
Tuesday, September 1, 2026

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

Attendance Log

Agency or Interest	Member or alternate name	Attendance
Regional Transportation District (RTD)	Matt Larsen	In-person
Regional Transportation District (RTD)	Karen Benker	In-person
Regional Transportation District (RTD)	Michael Guzman	In-person
Regional Transportation District (RTD)	Debra Johnson	In-person
Regional Transportation District (RTD)	Julien Bouquet	Not present
Regional Transportation District (RTD)	Brett Paglieri	Not present
Regional Transportation District (RTD)	Ian Harwick	Not present
Regional Transportation District (RTD)	Kiernan Maletsky	In-person
Colorado Department of Transportation (CDOT)	Shoshana Lew	Not present
Colorado Department of Transportation (CDOT)	Juan Marcano	Not present
Colorado Department of Transportation (CDOT)	Shelley Cook	Not present
Colorado Department of Transportation (CDOT)	Todd Masters	Not present
Colorado Department of Transportation (CDOT)	Diane Barrett	In-person
Colorado Department of Transportation (CDOT)	Keith Stefanik	Not present
Colorado Department of Transportation (CDOT)	Jessica Myklebust	Not present
Colorado Department of Transportation (CDOT)	Heather Paddock	Not present
Colorado Department of Transportation (CDOT)	Darius Pakbaz	Not present
Denver Regional Council of Governments (DRCOG)	Nicole Speer (Boulder)	Not present
Denver Regional Council of Governments (DRCOG)	Doug Rex	In-person

Regional Transportation Committee

September 1, 2026

2

Agency or Interest	Member or alternate name	Attendance
Denver Regional Council of Governments (DRCOG)	Colleen Whitlow (Mead) Chair	In-person
Denver Regional Council of Governments (DRCOG)	Richard Kondo (Northglenn) Vice Chair	In-person
Denver Regional Council of Governments (DRCOG)	Steve Conklin (Edgewater)	In-person
Denver Regional Council of Governments (DRCOG)	Kevin Flynn (Denver)	Not present
Denver Regional Council of Governments (DRCOG)	Jacob Riger	In-person
Denver Regional Council of Governments (DRCOG)	Claire Carmelia (Westminster)	Not present
Denver Regional Council of Governments (DRCOG)	Sharon Davis (Arvada)	In-person
Regional Air Quality Council (RAQC)	Michael Silverstein	In-person
The Auto Club Group	Skyler McKinley	Not present
Denver Housing Authority	Erin Clark	Not present
Michael Baker International	Jeff Kullman	In-person

Additional Alternates Present:

Herman Stockinger

Colorado Department of Transportation

Public: Jeremy Haywood

DRCOG staff: Josh Schwenk, Jhas Cooper-Moore, Erik Braaten, Emily Lindsay, Greg MacKinnon, Aaron Villere, Sang Gu Lee, Alvan-Bidal Sanchez, Stephanie Piperno, Nora Kern, Ala Alnawaiseh

Call to Order

Chair Colleen Whitlow called the meeting to order at 12:04 pm.

Public Comment

There was no public comment.

August 4, 2026 Regional Transportation Committee Meeting Summary

The summary was accepted without changes.

Action Items

Regional Transportation Operations and Technology Set-Aside Recommendations

Greg MacKinnon, Transportation Operations Program Manager, presented the recommended projects for funding through the Regional Transportation Operations and Technology (RTOT) Set-Aside Program and the first phase of the Mobility Analytics and Coordination Ecosystem (MACE). He explained that the RTOT program is guided by the Regional Transportation Operations and

Technology Strategic Plan, which focuses on improving coordination, collaboration, and real-time management of the region's transportation system across modes and jurisdictions.

Greg reviewed the two-stage application process, which included letters of interest, feedback from the Regional Transportation Operations Working Group, formal applications, and evaluation by a review panel. Ten applications were submitted, and the review panel recommended funding nine projects. He noted that all but one project request funding in the current cycle, with only one project seeking funding in 2028.

In addition to the recommended projects, Greg highlighted DRCOG's leadership role in developing the first phase of the Mobility Analytics and Coordination Ecosystem. The initiative is intended to provide regional, real-time transportation system awareness, performance measurement tools, and support for traffic incident management and operational decision-making. DRCOG will lead the initial deployment using consultant resources and third-party data services.

Karen Benker asked why approximately \$8 million had been set aside for the program but the funding recommendations totaled less than that amount and whether additional cities and counties had applied. Greg responded that several factors likely contributed to the lower funding request total. During the letter of interest process, applicants received feedback on project concepts and some prospective applicants may have concluded their projects were not aligned with the strategic plan and chose not to submit full applications. He also noted that because DRCOG is taking the lead on the regional-scale MACE project, local jurisdictions may have found it difficult to assemble multi-agency projects that address regional objectives.

Doug Rex added that the program was initially oversubscribed during the letter of interest stage. Through the review and refinement process, the working group helped applicants develop stronger proposals, resulting in a package of recommendations that staff believed represented the highest-quality projects, despite the program ultimately being undersubscribed.

Jeff Kullman asked what performance measures are used to evaluate the effectiveness of funded projects and how those measures may help inform future investments. Greg explained that DRCOG currently evaluates projects through before-and-after field studies performed as part of its interjurisdictional signal timing support efforts. Existing measures include travel time savings, delay reduction, and associated emissions reductions. He noted that the Mobility Analytics and Coordination Ecosystem is intended to improve data access and allow more comprehensive, regionwide performance monitoring, including measures such as traffic progression, corridor performance, and signal coordination effectiveness.

Director Kondo asked for clarification on the acronym "TSP" included in RTD's project description. Greg explained that TSP stands for Transit Signal Priority. Director Kondo also asked whether Jefferson County's fiber equipment procurement project involved installing fiber optic lines between traffic signals. Greg confirmed that the project will fund fiber optic cable and communication equipment. He explained that Jefferson County already has conduit infrastructure in place and will use the funding to install fiber and related equipment needed for intersection communications.

Director Kondo further asked whether emerging technologies such as cellular or wireless communications could eventually replace fiber optic infrastructure. Greg responded that while

wireless technologies are used in some applications, fiber remains highly reliable and cost-effective because it is a one-time infrastructure investment. Wireless systems can face reliability challenges, such as line-of-sight limitations and interference, and often carry ongoing subscription costs. He indicated that these factors continue to make fiber the preferred option for many transportation communication networks.

Michael Silverstein asked whether DRCOG tracks the distribution of funding among jurisdictions and noted that Denver did not appear among the recommended projects. Greg stated that DRCOG maintains records of funding allocations and noted that Denver has historically received funding through the program, often around \$1 million per funding round. He said he did not know why Denver did not submit an application during this cycle.

Director Kondo asked whether DRCOG could partner with the Beck Venture Center in Golden to explore innovative transportation technology solutions and future communications technologies. Greg responded that innovation remains an important consideration in transportation technology. However, the RTOT program is focused on implementing proven solutions that advance regional transportation operations goals rather than funding pilot projects. He noted that DRCOG has other programs that are more directly focused on testing emerging technologies.

Doug Rex added that DRCOG's Innovative Mobility Set-Aside Program is specifically designed to support new ideas, technologies, stakeholders, and approaches. He noted that while the RTOT program emphasizes implementation of established regional priorities, DRCOG continues to pursue innovation through complementary funding programs.

Michael Guzman moved to recommend to the Board of Directors approval of the projects proposed by the Regional Transportation Operations and Technology Set-Aside Project Review Panel and the first phase of the Mobility Analytics and Coordination Ecosystem. The motion was seconded and passed unanimously.

Informational Briefings

2029 – 2032 TIP Development Update

Josh Schwenk, Senior Planner, Programming and Project Delivery, presented this item. He explained that staff and the Transportation Advisory Committee (TAC), along with a dedicated TIP subcommittee, have been reviewing potential updates to the TIP policy since January. The TIP policy establishes the rules, eligibility requirements, evaluation criteria, and procedures used for DRCOG's calls for projects.

Josh highlighted several proposed process improvements, including the addition of pre-application walk audits to help sponsors better understand project site conditions and identify issues such as right-of-way constraints and utility conflicts before submitting applications. Staff is also developing a standardized emissions calculator to ensure consistency among project applications and transitioning from fillable Word documents to a web-based Formstack application process. Planned training for project sponsors will move to an online video module format, allowing users to access information on demand. He also noted that following the MPO boundary expansion, Gilpin and Clear Creek counties will now be eligible to participate in the TIP process.

For the regional share of TIP funding, staff is proposing updates to project eligibility to align with the upcoming Regional Transportation Plan (RTP), removing the requirement that studies cover the entire MPO area, and exploring ways to better identify projects with regional significance. Additional discussions regarding regional funding minimums and maximums are planned.

For the subregional share, proposed changes include updating funding targets using the latest population, employment, and vehicle miles traveled data, eliminating limits on DRCOG staff participation in project scoring, and developing an approach for incorporating Gilpin and Clear Creek counties into the funding formula.

Josh also discussed project-specific changes, including requiring post-construction counts for active transportation projects to improve regional bicycle and pedestrian data and separating transit studies from transit service pilot proposals to address Federal Transit Administration guidance. Additionally, because Multimodal Transportation and Mitigation Options Fund (MMOF) funding is currently unavailable until 2030, staff is proposing a separate future call for projects when that funding becomes available. Given uncertainty surrounding the next federal transportation authorization bill, funding estimates for the TIP are currently based on 2026 funding levels with a projected 2% annual increase.

Staff plans to bring the full TIP policy update package to TAC in November and to the Regional Transportation Committee and Board of Directors in December, with the regional share call for projects expected to open in January.

Michael Silverstein asked whether the proposed TIP policy changes and funding criteria would affect the various TIP set-aside programs, noting that many organizations rely heavily on set-aside funding. Josh explained that TAC previously reviewed proposed updates to the set-aside programs. The primary proposed change is consolidating the Community-Based Transportation Planning, Corridor Planning, and Innovative Mobility set-asides into a broader Transportation Technical Assistance Set-Aside Program that would continue to provide DRCOG-led technical assistance to local agencies. He noted that additional discussions regarding set-aside funding levels will occur as part of the broader TIP budget discussions. Josh also confirmed that the Regional Event Coordination (REC) set-aside program is proposed to remain in place.

Doug Rex clarified that the TIP policy updates presented during the briefing focus primarily on the overall TIP process, including the regional and subregional shares, project evaluation criteria, application procedures, and scheduling. He explained that the set-aside programs maintain their own individual scoring criteria, evaluation processes, and program requirements separate from the overall TIP policy framework. Doug added that discussions regarding set-aside funding allocations and budgets are ongoing and will return to the committee later this year as part of the broader TIP policy update package.

Innovative Mobility Set-Aside: Thornton Near Miss Analytics

Eric Bratten, Senior Regional Safety Planner, presented this item. The study examined 10 high-injury intersections using five years of crash data and two weeks of AI-assisted video analysis to identify “near misses” between vehicles, pedestrians, and bicyclists.

The analysis found that left-turn conflicts, particularly at intersections with permissive left-turn movements, were the most common near-miss type and showed the strongest relationship to crash history. The study also identified risky behaviors such as red-light running and conflicts involving vulnerable road users. While near-miss data cannot replace traditional crash analysis, staff found it to be a valuable supplemental tool for identifying safety issues before crashes occur and for evaluating potential countermeasures. Findings will help inform future Vision Zero planning efforts and safety improvements throughout the region.

Director Kondo asked whether the study evaluated factors such as weather, time of day, and nighttime conditions. Eric responded that staff reviewed near-miss data by time of day and found that traffic and pedestrian volumes were stronger indicators of near misses than weather or lighting conditions. He noted that pedestrian-related conflicts tended to increase during school dismissal periods and during some late-night hours.

Director Kondo also suggested exploring the use of near-miss data within a safety pyramid or accident-triangle framework and recommended developing educational materials using the study's video footage to improve driver awareness. Eric agreed that the videos provide a powerful storytelling tool and said staff would explore opportunities to use the footage and study findings for future outreach, education, and safety awareness efforts.

Active Transportation Gaps Analysis

Aaron Villere, Senior Active Transportation Planner, presented the results of a regionwide active transportation gaps analysis, an action identified in DRCOG's recently adopted Active Transportation Plan. The analysis evaluated gaps in the region's walking, bicycling, and micromobility networks to help local governments identify infrastructure needs and prioritize future investments.

For the pedestrian network, staff assessed sidewalk coverage, sidewalk width, and access to low-stress street crossings. The analysis found that many urban and suburban roadways still lack complete sidewalk networks or convenient crossing opportunities. For the bicycling network, staff evaluated the Regional Active Transportation Corridors and found that approximately two-thirds of on-street facilities do not currently meet high-comfort bicycling standards. The results will be made available as a data resource to support local planning and project development.

Michale Silverstein asked whether the maps and data layers would be made publicly available. Aaron responded that the data is not yet publicly available, but staff is exploring options to share it with local governments and the public, potentially through an online mapping platform.

Steve Conklin referenced pedestrian safety concerns along Sheridan Boulevard and asked whether the analysis considered the benefits of median refuges and safe-harbor treatments. Aaron explained that the methodology accounts for features such as median refuges and the number of lanes pedestrians must cross when evaluating crossing comfort and identifying improvement opportunities. Doug Rex added that DRCOG and CDOT are actively exploring funding opportunities to advance pedestrian safety improvements identified through the Sheridan Corridor Safety Study.

Sharon Davis raised concerns about older communities where constrained right-of-way conditions make it difficult to meet current sidewalk width standards. Aaron explained that the analysis used the federally recognized four-foot accessibility standard as a consistent regional measure but

acknowledged that local conditions vary. He noted that DRCOG's Sidewalk Delivery Guide provides additional guidance for addressing accessibility needs in challenging environments.

Director Kondo asked whether artificial intelligence was used to conduct the analysis. Aaron responded that the work was completed using aerial imagery and significant manual quality control rather than AI-based analysis, though emerging technologies may present future opportunities for data collection and analysis.

Administrative Items

Colorado Department of Transportation (CDOT)

Scott shared that the Colorado Transportation Commission will conduct a statewide project tour later this month. The tour will include visits to several Denver metro area transportation projects, including the Alameda South Platte Bridge, Lone Tree Mobility Hub, Crystal Valley Interchange, I-25 wildlife crossings, and the I-25 Gap Project before continuing to projects in southern Colorado.

Regional Transportation District (RTD)

Debra Johnson provided several RTD updates. She announced that RTD recently completed a bond refinancing transaction that generated approximately \$20 million in net present value savings, citing the agency's strong financial position and credit ratings.

She also reported the launch of a new consolidated customer app that combines trip planning, fare payment, real-time vehicle tracking, customer support, and safety reporting into a single platform. RTD is also preparing to integrate Access-a-Ride services into the platform in the future.

Johnson provided an update on RTD Connect, the agency's comprehensive operations analysis, noting that RTD is currently recruiting community ambassadors from each of its service districts to help inform future transit planning and service development. She also highlighted RTD's ongoing "Building a Better RTD" initiative, which includes 65 infrastructure projects focused on system reliability, state of good repair, customer experience, and regional connectivity.

Regional Air Quality Council (RAQC)

Michael Silverstein reported on a regional air quality awareness event held earlier in the day. He noted that the region experienced a challenging ozone season and emphasized the continued need for efforts to improve air quality and public health throughout the Denver metropolitan area.

Next Meeting

Chair Whitlow announced that the next Regional Transportation Committee meeting will be held on October 6.

The meeting was adjourned at approximately 1:27 pm.