

Board update

Board meeting: May 20, 2026

Action item



[Discussion of the fiscal year 2026-2027 budget](#)

Presenter: Jenny Hunnings, chief operating officer

Background: The 2026-2027 Budget and Work Program is a fiscal guide for the operation of the Denver Regional Council of Governments from July 1, 2026, to June 30, 2027, and also highlights DRCOG's work plan activities for the upcoming fiscal year. The Finance and Budget Committee reviewed the draft budget at a meeting on April 29 and recommended it for Board approval after final review at its May 20 meeting.

Hunnings gave a brief overview of the major changes to the budget from the previous fiscal year. The total budget will increase by just over \$7 million, to \$110 million, with federal sources comprising more than half of the budget. Member government contributions will remain flat for the upcoming fiscal year, and DRCOG will stay budget neutral. The agency has resources to pay up to three months' worth of operating expenses in case of an unforeseen pause in grant payments.

Based on surveys with member jurisdictions and information from Employers Council (DRCOG's government employment advisor), staff recommended a 3.5% merit pool compensation increase for employees. The Administration and Finance division recently underwent a reorganization, including hiring a program manager of grant administration responsible for grant tracking, applications, monitoring and staff training.

Result: The Board approved the 2026-2027 Budget and Work Program.



[Infrastructure Investment and Jobs Act Regional Grants Navigation Program final report](#)

Presenter: Katie Baum, senior sustainability planner, WSB

Background: Created in 2024, the state Regional Grants Navigation Program provided DRCOG with \$100,000 in annual funding over a three-year period to assist member governments

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in applying for numerous federal grants available under both the Infrastructure Investment and Jobs Act and the Inflation Reduction Act. WSB managed the program, which wrapped up in April, on behalf of DRCOG.

WSB's cross-disciplinary team provided federal grant navigation and technical assistance to DRCOG's member governments, particularly small and under-resourced communities that lacked sufficient internal staff to pursue federal grant funding. Throughout the partnership, WSB and DRCOG secured \$79,261,791 in federal grants for the City of Golden, Gilpin County, Boulder County, City of Boulder, City of Thornton, City of Westminster and the Town of Lyons.

WSB helped member governments connect regionally, liaise with neighboring communities competing for the same federal grants, and refine project scoping, as well as build engagement with nonprofit organizations and peer agencies.



[Interstate 70 Mountain Corridor Impact Study](#)

Presenter: Shaun Brog,
economic research associate,
Metro Denver Economic

Development Corporation

Background: In 2007, Metro Denver Economic Development Corporation staff and partners conducted a study examining the effect of congestion on the Interstate 70 mountain corridor on residents, tourism, businesses and local governments. The group recently updated the

study to compare how congestion effects have changed after nearly two decades of economic growth, population change and evolving travel behavior.

The current analysis found that travel demand has grown faster than available capacity, leading to average annual congestion growth of around 1% per year. The original study calculated the total annual cost of congestion at around \$839 million (in 2005 dollars); today, the total cost has ballooned to \$2.25 billion, a 53% increase after adjusting for inflation. The figure includes an estimated \$47 million decline in tourism spending, a \$2 million decline in sales tax revenue, \$319 million worth of residents' personal time lost and a \$1.9 billion loss in the state's gross domestic product due to reduced worker productivity and business efficiency.

Some of the key factors contributing to increased congestion along the corridor are more frequent extreme weather events such as wildfires and floods, as well as closures that push traffic onto alternate routes, all of which pose safety risks and put strain on local infrastructure. In addition, rapidly rising housing costs have forced many workers to commute longer distances on I-70, worsening congestion. Looking ahead to 2050, the study predicts that traffic volumes will continue to rise steadily from 2025 levels, increasing by 28.3% near Idaho Springs, 26.3% near the Eisenhower Tunnel and 35.5% near Glenwood Springs.



[Bike to Work Day update](#)

Presenter: Steve Erickson,
Communications and
Marketing director

Background: Bike to Work Day will take place this year on Wednesday, June 24. The annual celebration is organized by DRCOG's Way to Go program and is one of the largest Bike to Work Day events in the country. In 2025, 14,000 riders participated in the event, 23% for the first time. The region's riders eliminated an estimated 622,104 vehicle miles traveled on Bike to Work Day.

Organizations, including local governments and other public-sector employers, can [join](#)

[the Business Challenge](#) and earn recognition each time their employees pledge to ride on [BikeToWorkDay.co](#). Member governments and local businesses can also [sign up to host a rider appreciation station](#), which provides an opportunity to highlight local bike infrastructure and engage with the community.

Board directors and alternates can help promote the event by distributing posters to local businesses, community centers and libraries; adding the event to local calendars and websites; and highlighting it on social media. Visit [bit.ly/btwd26-board](#) to download marketing materials, including graphics and suggested text for calendar listings and social media posts.

