

Attachment A
Meeting Summary
Regional Transportation Committee
Tuesday, February 17, 2026

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

Members (or Voting Alternates) Present:

Michael Guzman	Regional Transportation District
Karen Benker	Regional Transportation District
Debra Johnson	Regional Transportation District
Shelley Cook	Colorado Department of Transportation
Colleen Whitlow (Vice Chair)	Denver Regional Council of Governments
Deborah Mulvey	Denver Regional Council of Governments
Doug Rex	Denver Regional Council of Governments
Jacob Riger (Alternate)	Denver Regional Council of Governments
Jeff Kullman	Michael Baker International
Skyler McKinley	The Auto Club Group (American Automobile Association)

Additional Alternates Present:

Darius Pakbaz (Alternate)	Colorado Department of Transportation
Bill Sirois (Alternate)	Regional Transportation District

Public: Mike King, Jim Moody, M. Andrews

DRCOG staff: Cam Kennedy, Greg MacKinnon, Cole Neder, Nora Kern, Erik Braaten, Lauren Kirgis, Ala Alnawaiseh, Todd Cottrell, Malorie Miller, Aaron Villere, Emily Lindsey, Alvan-Bidal Sanchez, Sang-Gu Lee, Mahmudul Chayan, Josh Schwenk, Carolyn Klamm

Call to Order

Acting Chair Doug Rex called the meeting to order at 8:30 am.

Public Comment

There was no public comment.

December 16, 2025 Regional Transportation Committee Meeting Summary

The summary was accepted without changes.

Action Items

2026-2029 Transportation Improvement Program Policy Amendments.

Josh Schwenk, Senior Planner, Programming and Project Delivery, reminded the committee that 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. The projects to be amended have been found to conform with the State Implementation Plan for Air Quality.

Commissioner Cook moved to recommend to the Board of Directors the attached project amendments to the 2026-2029 Transportation Improvement Program. The motion was seconded and passed unanimously.

Community Based Transportation Planning and Innovative Mobility Set-Asides Project Recommendations.

Nora Kern, Program Manager, Subarea and Project Planning; Emily Lindsey, Program Manager, Active and Emerging Mobility, announced that the total amount requested for two set-aside programs was \$5,455,000. There were three projects recommended for funding through the Community Based Transportation Set-Aside for a total of \$800,000. Additionally, there are four projects recommended for funding through the Innovative Mobility Set-Aside for a total of \$1,050,000.

Each proposed project included an estimated budget; final budgets will be set during the procurement phase after DRCOG staff collaborate with project partner(s) for each selected project to develop detailed scopes of work and outline the expertise required to deliver each project.

General Manager and CEO Debra Johnson moved to recommend to the Board of Directors the selection of recommended projects presented for the Community Based Transportation Planning and Innovative Mobility Set-Asides. The motion was seconded and passed unanimously.

Informational Briefings

2029-2032 Transportation Improvement Program Kick-Off.

Todd Cottrell, Program Manager, Programming and Project Delivery, discussed that the development of the Fiscal Year 2029-2032 TIP is anticipated to last until Fall 2028, and the first step in developing the next TIP is to review and amend as necessary the existing TIP policy document. The discussions at TAC throughout this year will center around policy updates considered "major". To provide adequate time for discussion, staff intend to form a TIP subcommittee focusing on the larger, more time-consuming major items. Membership of the TIP subcommittee is intended to be informally structured, with the expectation that one or two TAC volunteers from each county would be willing to serve, in addition to at least one representative from CDOT and RTD.

Regional Transportation Operations Program and Signal Timing Brief.

Greg MacKinnon, Program Manager, Transportation Operations, discussed that the Regional Transportation Operations and Technology program is a Transportation

Information Program set-aside that benefits from close coordination with staff from the region's partner jurisdictions. The program provides funding for capital and other improvements and funds staff to provide interjurisdictional coordination. The program has evolved as new technology and management processes are deployed.

Director Mulvey asked about CDOT-controlled intersections over Interstate 25, and whether there is coordination between CDOT-controlled signals at the ramps and local government-controlled signals nearby. Greg affirmed there is indeed coordination between CDOT (Regions 1 and 4) and local governments.

Commissioner Cook noted conditions have gotten much better since the 1980s. Are signals managed in real-time? Greg indicated that most signals are controlled by signal timing plans coordinated by computer with human supervision. Most signals have three signal timing plans by time-of-day. Some signals are adaptive/responsive to real-time conditions in the field, though these can be challenging to coordinate across signals.

Director Pakbaz noted Region 1 is anticipated to undertake a large update of their ramp signals infrastructure based on CDOT's 10-Year Plan. Greg explained that ramp signals have been coordinated separately, but this could change in the future.

Director Benker asked about how signal timing projects are chosen, as well as how coordination occurs between multiple jurisdictions on a corridor. Greg explained the program focuses on capital projects first. Then, DRCOG staff will respond to requests from local governments to define logical corridors and multi-jurisdictional coordination as needed. He also noted that DRCOG staff are out in the field evaluating corridors for performance and potential re-timing.

Director Benker also asked for clarification on time-of-day plans for signal timing. Greg explained the cycle lengths will vary based on time-of-day and demand. However, with only so much capacity, if demand exceeds capacity, there is only so much that can be done during a peak period.

Director Sirois asked how transit signal priority (TSP) is being coordinated. Greg said TSP is part of signal timing plans and is being coordinated regionally. Jacob Riger clarified that TSP is also an important element of Bus Rapid Transit (BRT) implementation and a point of emphasis of the Regional BRT Partnership.

Metropolitan Planning Organization Expansion

Jacob Riger, Transportation Planning and Operations Director explained that, under federal law, MPOs are required after each decennial census to review their planning boundary to assess the requirement or opportunity to make adjustments based on urbanized area boundaries and growth as well as economic, mobility, and other trends.

Conducting this review has led to collaborative discussions with staff and elected officials in Clear Creek County and Gilpin County about the potential of joining the DRCOG MPO. Both counties and their municipalities are already members of DRCOG and part of the Area Agency on Aging and Comprehensive Economic Development Strategy. Given the strong existing links between both counties and the rest of the region (especially including the Interstate 70 corridor) and that both counties are already part of DRCOG in most other respects, expanding the MPO boundary is a potentially low-cost, high-return strategy to strengthen regional planning coordination and streamline transportation planning processes.

Director Mulvey asked how this change might affect regional transportation funding. Jacob responded that under current funding formulas, particularly for the subregional share of the Transportation Improvement Program, Clear Creek and Gilpin counties would likely receive very small funding amounts that would be important for them but would not meaningfully impact the other county-based subregional share allocations.

Director Mulvey also asked how this action might affect planning for Front Range Passenger Rail. Jacob noted the next time the DRCOG Board makes appointments to the Front Range Passenger Rail District Board in about two years, the two counties would be able to participate in that vote if they were within the MPO boundary.

Director Kullman asked about the areas of Adams and Arapahoe Counties east of Kiowa Creek that are also part of DRCOG but not within the MPO. Jacob responded there is some appeal to even further align boundaries (DRCOG, MPO, and the state-defined Transportation Planning Region), but those areas are significantly more rural. Accordingly, it would be more difficult under federal law to make the case to include them within the MPO planning boundary.

Administrative Items

Member Comment/Other Matters

- Colorado Department of Transportation (CDOT) Report

Director Cook noted the workshops held in each CDOT Region for the 10-Year Plan. CDOT is also applying for a BUILD grant for the Interstate 25 and 23rd Street project. She also noted Transportation Commission workshops on the Floyd Hill project, Bustang finances, and agency/enterprise budgets. Director Pakbaz also noted other items to be discussed at the next Transportation Commission meeting as well as that the Commission can still receive comments on the draft 10-Year Plan even though the formal public comment period has ended.

- Regional Transportation District (RTD) Report

Director Benker touched on the RTD Accountability Committee recommendations and anticipated legislation to come. She also discussed a recent study session on fare

revenues, and that the RTD Board will be looking at Epass revenues and potential long-term parking fees.

General Manager and CEO Debra Johnson noted RTD consolidated eight Flex Rides into a DTC Flex Ride. RTD also expects to launch an integrated mobile app in the third quarter of 2026. RTD has also launched a webpage, "Building a Better RTD," to share information about RTD's ongoing state of good repair and infrastructure investments. RTD conducted over five million proof of payment fare inspections in 2025 and recovered fares from 208,000 customers and issued more than 14,000 warnings and 712 citations systemwide. She noted the citation revenues do not go to RTD, but to the jurisdictions where the citations occurred and that RTD would like to re-examine this arrangement. Relatedly, she noted that increased security supports RTD's goals for a welcoming and safe transit environment as well as fare payment compliance. Finally, RTD launched Tap to Pay in November 2025 which is a great convenience for many customers, while recognizing those who are "unbanked" without access to credit cards and similar tools.

- Regional Air Quality Control (RAQC) Report

Director Silverstein was not in attendance so there was no RAQC report.

- Other Matters

Jacob Riger will send out a poll soon to explore re-scheduling RTC meetings to a lunchtime meeting on a day that is better sequenced between Transportation Advisory Committee and DRCOG Board meetings.

Doug Rex noted that Cam Kennedy is soon to leave DRCOG to serve the federal government and will be very much missed. He also noted this meeting is Director Mulvey's last RTC meeting and expressed his appreciation.

Next Meeting – March 17, 2026

Adjournment

There were no additional comments, and the meeting adjourned at 9:58 a.m.