**Attachment A**
**Meeting Summary**
**Regional Transportation Committee**
**Tuesday, October 6, 2026**
***In-person meeting with Virtual Option for Public (Via Zoom)**

**Members (or Voting Alternates) Present:**

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| Karen Benker | Regional Transportation District |
| Michael Guzman | Regional Transportation District |
| Matt Larsen | Regional Transportation District |
| Kiernan Maletsky | Regional Transportation District |
| Diane Barrett | Colorado Department of Transportation |
| Heather Paddock | Colorado Department of Transportation |
| Colleen Whitlow (Chair) | Denver Regional Council of Governments |
| Doug Rex | Denver Regional Council of Governments |
| Steve Conklin | Denver Regional Council of Governments |
| Sharon Davis | Denver Regional Council of Governments |
| Jacob Riger | Denver Regional Council of Governments |
| Jeff Kullman | Michael Baker International |

**Additional Alternates Present:**

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| Brett Paglieri | Regional Transportation District |

**Public:** Nadine Richards, Craig Burgess, Jeremy Haywood, Angel Pena, Chandler Sanchez

**DRCOG staff:** Nora Kern, Alvan-Bidal Sanchez, Josh Schwenk, Jhas Cooper-Moore, Todd Cottrell, Sang Gu Lee, Malorie Miller, Ala Alnawaiseh, Emily Lindsey, Aaron Villere

**Call to Order**
Chair Colleen Whitlow called the meeting to order at 12:05 pm.

**Public Comment**
There was no public comment.

**September 1, 2026 Regional Transportation Committee Meeting Summary**
Director Guzman noted that Michael Silverstein's name was spelled incorrectly. That correction was made and the rest of the summary was accepted with no additional changes.

## Informational Briefings

*Colfax BRT Next Alternatives Analysis*
Cole Neder, Senior Transit Planner, introduced a briefing on the Colfax BRT Next Alternatives Analysis, an 18-month federally compliant study evaluating transit improvement options along the approximately six-mile East Colfax corridor between I-225 and E-470. He explained that the project is included in DRCOG's Regional Transportation Plan as part of the regional Bus Rapid Transit (BRT)

network and is intended to improve transit access, workforce connectivity, multimodal safety, and transit reliability while supporting future growth along the corridor.

Cole presented the study's public engagement findings, which indicated strong support for faster and more reliable transit service, enhanced pedestrian and bicycle safety, improved station amenities, and expanded access to jobs, affordable housing, and essential services. The alternatives analysis evaluated three transit concepts, including a mixed-flow BRT option, a hybrid side-running BRT option with semi-dedicated lanes, and a fully dedicated center-running BRT option. Based on performance measures including travel time, ridership, cost, and reliability, the hybrid side-running BRT alternative was selected as the locally preferred alternative. The recommended concept includes enhanced stations, improved passenger amenities, transit signal priority, dedicated and semi-dedicated transit lanes, bicycle and pedestrian improvements, and safety enhancements throughout the corridor.

Committee members asked questions about how the alternatives analysis would inform the future National Environmental Policy Act (NEPA) process. Cole explained that the federally compliant alternatives analysis includes environmental review elements and will help streamline future environmental review, although additional traffic modeling, environmental evaluation, and design work will still be required. Jacob Riger noted the pending permitting reform bill in the US Senate and surface transportation reauthorization efforts (currently in the US House), may eventually modify NEPA requirements and processes.

Committee members also asked about the distinction between traditional bus service and Bus Rapid Transit, particularly whether mixed-flow service should be considered BRT. Cole responded that DRCOG is currently working with regional partners to develop BRT design guidelines and noted that BRT can include varying design treatments depending on corridor conditions, with dedicated lanes added incrementally as future growth and congestion warrant additional investment.

Discussion also focused on safety, land use, and project implementation. Committee members raised concerns about pedestrian safety associated with center-running transit facilities and asked how future development, permitting, and land use decisions could support successful transit investment along the corridor. Staff explained that the project has been developed in partnership with the City of Aurora, RTD, CDOT, Adams County, and Arapahoe County, and that ongoing coordination with local jurisdictions will help ensure future development supports multimodal transportation improvements.

Questions were also asked about the cost difference between center-running and side-running BRT alternatives. Staff noted that the center-running alternative was estimated to cost approximately three times more than the recommended side-running alternative because it would require reconstruction and reconfiguration of the roadway. Committee members further discussed the tradeoffs between roadway capacity, transit investment, and long-term mobility benefits, including whether greater investments in dedicated transit infrastructure could encourage future mode shifts and reduce reliance on single-occupancy vehicles. Staff emphasized that selecting the locally preferred

alternative establishes a shared vision for the corridor and provides a foundation for future environmental review, design advancement, and funding opportunities.

## Action Items

*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 amendments reflect updates associated with CDOT's 10-Year Plan, including revised project funding allocations and new project additions. The amendments also incorporate projects located within Clear Creek and Gilpin counties following the recent expansion of the metropolitan planning organization boundary.

Josh reviewed several funding adjustments to existing projects, including updates to the Sixth Avenue and Wadsworth Boulevard Interchange Project, the Region 4 Regional Priority Project Pool, the Colorado 119 Project, Colorado Boulevard BRT, US 85 corridor improvements, Federal Boulevard BRT, US 287 safety improvements, and multiple highway projects on I-25 and Colorado Highway 7. He noted that several amendments adjust funding sources and timing based on updated project schedules, awarded federal grants, Transportation Commission actions, and current funding forecasts.

Josh also outlined amendments associated with the MPO boundary expansion into Clear Creek and Gilpin counties. These amendments add existing projects to the TIP, including the Floyd Hill Project, ongoing maintenance and rehabilitation of the Eisenhower-Johnson Memorial Tunnels, the I-70 climbing lane project, and the Idaho Springs Mobility Hub. He explained that these additions do not represent new funding commitments but ensure that projects within the expanded planning area are appropriately reflected in the regional TIP.

Director Guzman 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.

*TIP Set-aside Policy Amendment*
Josh Schwenk, Senior Planner, Programming and Project Delivery, presented proposed amendments to the policies governing DRCOG's set-aside funding programs. He explained that the policy document establishes requirements and procedures for the region's transportation planning set-aside programs, which fund smaller-scale planning and study efforts.

Josh highlighted that the primary amendments apply to the Livable Centers Set-Aside Program, which supports small area planning projects focused on the relationship between land use, housing, and transportation. The proposed changes update the program purpose to better emphasize these connections and make corresponding revisions to project eligibility criteria, eligible project locations, example project types, and evaluation measures. The amendments also add a new scoring criterion that evaluates how effectively proposed projects integrate land use, transportation, and housing within their project scope.

Josh also described a policy change affecting four planning set-aside programs: Livable Centers, Transportation Corridors, Community-Based Transportation Planning, and Innovative Mobility. Under the proposed amendment, pre-application meetings with program managers would become required rather than recommended. Staff noted that these meetings have proven valuable in helping project sponsors develop stronger applications and ensuring alignment with program goals before submitting proposals.

Director Guzman moved to recommend to the Board of Directors approval of the attached amendments to the Policies for 2024–2028 Set-Aside Programs document. The motion was seconded and passed unanimously.

## Informational Briefings

*2050 Regional Transportation Plan*

Alvan-Bidal Sanchez, Program Manager for Regional Transportation Planning, provided an update on the 2050 Regional Transportation Plan (RTP) and outlined work completed since the Regional Transportation Committee recommended project and program investment priorities for inclusion in the plan. He explained that staff have been drafting the plan document, conducting transportation modeling, and completing public review activities in advance of bringing the final plan forward for committee and Board action.

Alvan highlighted several proposed updates to the RTP, including revisions to the plan's six guiding priorities based on stakeholder and public feedback. Changes include a greater emphasis on vulnerable road users within the safety priority, updates to transit and active transportation priorities to reflect recently adopted plans, and replacing the multimodal mobility priority with a reliability-focused priority that emphasizes maintaining, managing, and improving the existing transportation system. Staff also updated the plan using the latest population and employment forecasts from the Colorado State Demography Office, which project continued regional growth through 2050, though at a slower pace than previously forecasted. Additional updates include increased investments in active transportation, freight, and safety projects; a redesigned and more accessible plan document; streamlined appendices; enhanced analyses related to equity, resilience, and transportation investments; and a new interactive online dashboard for exploring RTP projects and investments.

Alvan also summarized ongoing public outreach efforts associated with the RTP update, including presentations to community organizations, stakeholder engagement activities, focus groups, a public photo contest, and the current public review period. Staff noted that the draft plan is expected to advance through public hearing, air quality conformity review, greenhouse gas emission review, and committee consideration before final adoption later this year.

Committee members asked how DRCOG accounts for new development and population growth when forecasting transportation needs, citing recent residential growth in Longmont and questions about transit service planning in rapidly developing areas. Alvan explained that DRCOG uses population and employment forecasts developed by the Colorado State Demography Office and refines those

forecasts through the agency's Small Area Forecast process, which incorporates local government development information and identifies growth locations at a more detailed geographic level. Staff noted that the forecasting process is updated every four years as part of the RTP update and is supplemented by more frequent regional employment and development data sources. Alvan further explained that DRCOG regularly coordinates with local governments to track new development activity and incorporate growth trends into regional transportation planning assumptions.

## Administrative Items

*CDOT Updates*
Heather Paddock reported on several transportation projects underway within the region. She noted that construction of the Colorado 119 bikeway project is nearing completion and that work along the Diagonal corridor will transition to the Hoover project area. She also indicated that speed safety cameras currently operating within the construction zone are expected to be removed once work is completed. Additional updates were provided on progress along the I-25 corridor, including efforts to advance future phases of Segments 3B and 4.

*RTD Updates*
RTD staff provided several agency updates, including the recent launch of a new mobile application with expanded functionality for riders. Staff also reported improvements in system safety, citing increased fare and code-of-conduct enforcement efforts that have contributed to reductions in safety incidents and reports of illicit drug use. Updates were provided on the recently implemented bus-only lanes along East Colfax Avenue, which have already demonstrated improved travel times for Routes 15 and 15L and are serving as an early step toward future Bus Rapid Transit service.

RTD staff also announced that the Colorado Clean Transit Enterprise approved RTD's application for approximately $44 million in local transit operations funding to support transit service throughout the region. Director Guzman highlighted upcoming public outreach activities related to proposed January 2027 service changes and encouraged public participation in RTD's upcoming virtual feedback sessions. She also provided updates on construction activities affecting A Line operations near York Street, noting that the work is necessary to improve safety and requires temporary operational adjustments. Additionally, Director Guzman recognized the recent launch of the AL route connecting Longmont and Denver International Airport and announced that the National Transit Institute will host a transit training course in Denver later in the month.

Director Benker reported positive early feedback regarding the new AL service between Longmont and Denver International Airport and announced an upcoming groundbreaking ceremony for Longmont's new transit center. The facility, funded in partnership with RTD and the City of Longmont, will include bus bays, approximately 700 parking spaces, and future connections to planned rail service.

**Next Meeting**
Chair Whitlow reminded members that the next Regional Transportation Committee meeting is scheduled for November 3rd. She thanked participants for their attendance and support in achieving a quorum.

**Adjournment**
The meeting was adjourned at approximately 1:23 pm.