

Attachment A: Transportation Advisory Committee Meeting Summary

Monday, July 27, 2026

Meeting was held in-person with virtual option for public via Zoom

Attendance Log

Agency or interest	Member or alternate name	Attendance
Adams County	Chris Chovan (Westminster)	Not present
Adams County	Eden Teklemariam (Northglenn)	Not present
Adams County	Greg LaBrie (Brighton)	Not present
Adams County	Jenna Hahn (Commerce City)	In-person
Adams County	Vacant	Vacant
Adams County	Vacant	Vacant
Arapahoe County	Ant Devita (Centennial)	In-person
Arapahoe County	Brent Soderlin (Littleton)	In-person
Arapahoe County	James (Jim) Katzer	In-person
Arapahoe County	Ryan Seacrist	Not present
Arapahoe County	Tom Worker-Braddock (Aurora)	Not present
Arapahoe County	Victor Rachael (Englewood)	Not present
Boulder County	Alex Hyde-Wright	In-person
Boulder County	Angel Bond (City of Boulder)	Not present
Boulder County	Cammie Edson (Longmont)	Not present
Boulder County	Gerrit Slater (City of Boulder)	Not present
Boulder County	Jean Sanson (City of Boulder)	In-person
Boulder County	Michelle Melonakis (Lafayette)	Not present
Broomfield, City and County	Bryce Hammerton	Not present
Broomfield, City and County	Sarah Grant	In-person
Colorado Department of Transportation Division of Transit and Rail	Jan Rowe	In-person

Agency or interest	Member or alternate name	Attendance
Colorado Department of Transportation Division of Transit and Rail	Vacant	Vacant
Colorado Department of Transportation Division of Transportation Development	Darius Pakbaz	Not present
Colorado Department of Transportation Division of Transportation Development	Marissa Gaughan	In-person
Colorado Department of Transportation Region 1	Jessica Myklebust	Not present
Colorado Department of Transportation Region 1	Jordan Rudel	In-person
Colorado Department of Transportation Region 4	Heather Paddock	Not present
Colorado Department of Transportation Region 4	Jim Eussen	In-person
Denver Regional Council of Governments	Douglas W. Rex	Not present
Denver Regional Council of Governments	Jacob Riger	In-person
Denver, City and County	David Gaspers	In-person
Denver, City and County	David Krutsinger	In-person
Denver, City and County	Jennifer Hillhouse	Not present
Denver, City and County	Jonathan Webster	In-person
Denver, City and County	Justin Begley (Vice Chair)	In-person
Denver, City and County	Riley LaMie	Not present
Douglas County	Vacant	Vacant
Douglas County	Chris Hudson (Parker)	In-person
Douglas County	Justin Schmitz (Lone Tree) (Chair)	In-person
Douglas County	Larry Nimmo (Castle Pines)	In-person
Douglas County	Tom Reiff (Castle Rock)	Not present
Douglas County	Zeke Lynch (Douglas County)	In-person
Federal Highway Administration	Aaron Bustow	Not present
Federal Highway Administration	Paige Cipperly	Not present

Agency or interest	Member or alternate name	Attendance
Federal Transit Administration	Emma Belmont	Not present
Federal Transit Administration	Tracey MacDonald	Not present
Jefferson County	Christina Lane	In-person
Jefferson County	Kellee Van Bruggen (Arvada)	In-person
Jefferson County	Matt Wempe (Golden)	Not present
Jefferson County	Mike Vanatta	Not present
Jefferson County	Mike Whiteaker (Lakewood)	In-person
Jefferson County	Rocky Macsalka (Wheat Ridge)	Not present
Non-metropolitan planning organization area	Colton Rohlof (Clear Creek County)	In-person
Non-metropolitan planning organization area	Jamie Boyle (Gilpin County)	In-person
Regional Air Quality Council	Kyra Reumann-Moore	In-person
Regional Air Quality Council	Tom Moore	Not present
Regional Transportation District	Chris Quinn	In-person
Regional Transportation District	Kiernan Maletsky	In-person
Special interest seat: Aviation	Brodie Ayers (Denver International Airport)	In-person
Special interest seat: Aviation	Lisa Nguyen (Denver International Airport)	Not present
Special interest seat: Business	Frank Gray (Castle Rock Economic Development Council)	Not present
Special interest seat: Environment	Colleen Kirby Roberts (Peak)	Not present
Special interest seat: Environment	Lisa Sakata (HNTB)	In-person
Special interest seat: Equity	Angie Rivera-Malpiede	Not present
Special interest seat: Freight	Wally Weart	Not present
Special interest seat: Housing	Jeffrey Boyd	Not present
Special interest seat: Non-motorized	Vacant	Not present

Agency or interest	Member or alternate name	Attendance
Special interest seat: Older adults	Hilary Simmons (A Little Help)	In-person
Special interest seat: Older adults	Karie Erickson, (Aging Resources, Douglas County)	Not present
Special interest seat: Transportation demand management	Carson Priest (Smart Commute)	Not present
Via Mobility	Dawn Sluder (Lakewood Rides)	Not present
Via Mobility	Frank Bruno	In-person
Weld County	Evan Pinkham	Not present
Weld County	Miguel Aguilar (Erie)	In-person

Others present: Liza Kramer – FHWA, Kyle Finseth – Aviator Interest, Shweta Iyer – Clear Creek County, John Gardolki – CDOT, Michael Snow – CDOT, Jacob Kershner – CDOT, Brittany Hanson – CDOT, Paul Juszczak – CDOT, Erick Dahl – RMMA, Mike Fronapfel – Centennial Airport, Shawn Poe – WSB, Amanda Cabot – CDOT.

DRCOG staff present: Cole Neder, Todd Cottrell, Nora Kern, Alvan-Bidal Sanchez, Jhas Cooper-Moore, Brittney Compton, Erik Braaten, Kathryn Rush.

Call to Order.

Chair Justin Schmitz **called the meeting to order** at 1:31 p.m. with a quorum present.

Announcements or Public Comment.

Alvan-Bidal Sanchez announced one retirement and one new hire.

- Kiernan Maletsky (RTD) is now a **Member**.
- Kent Moorman (Thornton – Adams County) retired in June.
- Jhas Cooper-Moore (DRCOG) is the new **Division Assistant**.

There were two public comments. Mike Rawluk from the Ralston Valley Coalition and Lynn Clemens representing West Wood Villas Homeowners Association described concerns they have about development pressures in Arvada.

May 18, 2026, Transportation Advisory Committee Meeting Summary.

The summary was accepted.

Action Items

2026-2027 Unified Planning Work Program Amendment

Josh Schwenk, Senior Planner with the Programming and Project Delivery team, presented the item.

Per the adopted UPWP and federal guidance, the document must be amended to account for any federal funding increase. This amendment is to reflect the addition of federal Consolidated Planning Grant funds carried over from DRCOG's previous contract with CDOT into the contract covering the current UPWP. These funds were estimated at the time of the original UPWP adoption, and now that the prior contract is closed out, the final funding amounts can be reflected in the revised Appendix C (Program financing tables).

There were no questions asked.

Sarah Grant **moved** to recommend to the Regional Transportation Committee. The motion was **seconded** and **passed** unanimously.

2026-2029 Transportation Improvement Program Amendments

Josh Schwenk, Senior Planner with the Programming and Project Delivery team, presented the item.

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 in the Transportation Improvement Program. The amendments presented included:

Project Number	Sponsor	Title	Reason for Amendment
1999-052	RTD	State of Good Repair	Add funding
2007-073	CDOT Region 1	Region 1 Hazard Elimination Pool	Add funding
2008-076	CDOT Region 1	Region 1 FASTER Pool	Add funding
2020-068	CDOT Region 1	I270 Corridor Improvements: I70 to I25	Adjust funding
2022-023	Castle Pines	I25/Happy Canyon Interchange	Add funding and adjust scope to include construction
2022-075	CDOT Region 1	I25/Speer and 23 rd Interchange Reconstructions	Add funding
2022-076	CDOT Region 1	I25 Improvements: US36 to 104 th – Precon	Add funding and adjust scope
2024-008	CDOT	Federal Blvd Bus Rapid Transit: Englewood Station to Wagon Road Park-n-Ride	Adjust scope to include construction
2026-021	CDOT Region 1	I70 and Kipling Interchange Reconstruction	Adjust scope to include right-of-way acquisition

There were no questions asked.

Zeke Lynch **moved** to recommend to the Regional Transportation Committee. The motion was **seconded** and **passed** unanimously.

Federal Performance Measures – Traffic Congestion and Congestion Mitigation and Air Quality Improvement Program

Alvan-Bidal Sanchez, Program Manager with the Regional Transportation Planning team presented the item.

Lisa Sakata asked about the data source used to understand changing travel trends shown in the performance measures. Alvan explained that the data comes from the American Community Survey's Journey to Work dataset and is limited to work trips within the Denver-Aurora Urbanized Area. He noted that federal guidance prescribes the data sources, timeframes, and methodologies used for these measures.

Jacob Riger emphasized the CMAQ performance measure is based on projected impacts at the time funds are obligated and only reflects CMAQ-funded TIP projects rather than all regional transportation investments. Alvan confirmed that both interpretations were correct.

Chair Justin Schmitz asked why the target for Annual Hours of Peak Hour Excessive Delay increases when the goal is to reduce congestion. Alvan explained that the target serves as a maximum threshold that the region aims to remain below. While congestion reduction remains the goal, the target accounts for expected increases in travel demand as the region returns to pre-pandemic travel patterns.

Sarah Grant **moved** to recommend to the Regional Transportation Committee. The motion was **seconded** and **passed** unanimously.

Informational Briefings

Airports and General Aviation in the Denver Region

Brodie Ayers, Airport Planning Manager and Aviation Special Interest representative, introduced an informational briefing on airports and general aviation within the Denver region. Presenters included David Yelinek from CDOT Aeronautics, Mike Fronapfel from Centennial Airport, and Eric Dahl from Rocky Mountain Metropolitan Airport.

David Yelinek provided an overview of CDOT's Aeronautics Division, emphasizing that Colorado's 76 public-use airports function as a connected transportation network. He highlighted airports' role as economic drivers, generating nearly 350,000 jobs and more than \$40 billion in economic output statewide, while also serving as critical lifelines for medical transport, emergency response, and wildfire operations. He described CDOT's aviation funding programs, which are supported entirely through aviation fuel taxes, and discussed emerging technologies such as electric and hydrogen-powered aircraft.

Mike Fronapfel presented on Centennial Airport, describing its role as one of the nation's busiest general aviation airports and a reliever airport for Denver International Airport. He highlighted the airport's economic impact, medevac operations, transition to unleaded aviation fuel, preparations for electric aircraft, noise mitigation efforts, and community engagement programs.

Eric Dahl presented on Rocky Mountain Metropolitan Airport, outlining its operations, economic impact, wildfire response functions, transition to unleaded aviation fuel, community outreach efforts, and noise mitigation programs. He also discussed the airport's role in supporting corporate aviation, flight training, and emergency response activities.

Chair Justin Schmitz asked how airports are addressing growth and development around their facilities while balancing community concerns and ongoing airport operations. Mike Fronapfel responded that Centennial Airport has conducted extensive outreach with surrounding jurisdictions to encourage more consistent land-use planning and compatibility standards near airports. He noted that airports are working to promote adoption of noise contours and land-use protections to support long-term airport operations.

Sarah Grant asked how members of the public can learn about and participate in Rocky Mountain Metropolitan Airport's town halls and community conversations. Eric Dahl explained that information is shared through the airport's newsletter, Airport Advisory Board meetings, quarterly town halls, and other public outreach efforts. Brody Ayers added that both Centennial and Rocky Mountain Metropolitan airports maintain active social media accounts that provide updates on upcoming events and engagement opportunities.

David Krutsinger asked what recommendations airport operators would have for TAC regarding ground transportation access and congestion around airports. Mike Fronapfel stated that maintaining and improving key roadway connections around Centennial Airport, particularly along Arapahoe Road and connecting corridors, is important for airport access and workforce mobility. Eric Dahl added that improvements along Indiana Street would help improve connectivity and access around Rocky Mountain Metropolitan Airport.

Chair Schmitz thanked the presenters for providing an overview of Colorado's aviation system and noted the impressive scale of the state's airport network and its importance to the region's transportation system.

2029-2032 Transportation Improvement Program Development Update – Multimodal Transportation and Mitigation Options Fund

Todd Cottrell, Program Manager with Programming & Project Delivery team presented the item.

Todd provided an update on the Multimodal Transportation and Mitigation Options Fund (MMOF) and its implications for the development of the 2029-2032 TIP. He explained that MMOF was established through state legislation to support multimodal transportation projects and has historically provided DRCOG with approximately \$8 to \$11 million annually. Due to state budget shortfalls and legislative actions reducing program funding, DRCOG experienced significant reductions to projected MMOF revenues. As a result, no MMOF funding is expected to be programmed in FY 2028, 2029, or 2030, and funding levels remain uncertain beyond that. Todd noted that DRCOG does not intend to include MMOF funding in the upcoming TIP project calls and will discontinue the previous TIP “track” structure that had been created to combine MMOF and federal funds.

Michael Snow of CDOT discussed how the state is managing MMOF funding reductions. Rather than reducing existing project awards, CDOT plans to use a cash management

strategy that stretches funding availability over five years instead of three, utilizing future-year revenues to keep currently awarded projects intact. While this approach minimizes impacts on existing commitments, some projects will experience delays because funding will be distributed based on project readiness. He noted that approximately \$31.8 million in MMOF funds had been awarded in the DRCOG region, but only \$17.6 million is currently available within the original funding window due to legislative reductions.

Jacob Riger emphasized the legislative actions that affected MMOF funding. Michael Snow explained that the legislature eliminated three years of General Fund transfers to the program, reducing available funding by approximately 48 percent, and changed the distribution formula to increase CDOT's share while reducing the local share.

Zeke Lynch thanked the project sponsors that voluntarily reduced project scopes to help address funding shortages. He then asked what steps are being taken to improve administration of the MMOF program and help local agencies efficiently deliver projects in the future. Michael Snow responded that CDOT is working to program funds further in advance, improve project scheduling, and increase coordination with local agencies. He noted that many agencies face staffing and technical capacity challenges that can delay project delivery.

Justin Begley asked whether the removal of MMOF funding from the upcoming TIP process would simplify the application structure. Todd Cottrell confirmed that it would, noting that there will be one application per call, simpler matching requirements, and only two calls for projects rather than four.

Alex Hyde-Wright asked whether a future standalone MMOF call would likely require the full 50 percent local match if MMOF funding becomes available again. Todd replied that a standalone MMOF program would most likely require the 50 percent match, though future funding legislation and program requirements remain uncertain.

Zeke Lynch asked whether the approximately \$7.5 million projected to remain unallocated in FY 2031 could be used to restore funding to project sponsors that voluntarily reduced project scopes during earlier funding shortfalls. Todd responded that this could be considered in the future, but funding conditions will likely change before then, making it difficult to commit to a specific strategy.

Chair Justin Schmitz thanked DRCOG and CDOT staff for developing a strategy to preserve previously awarded projects and noted that reductions in transportation funding could impact the region's ability to achieve goals such as Vision Zero and other transportation priorities.

Jim Katzer asked whether the competition for available MMOF funding would occur within the DRCOG region or statewide. Michael Snow clarified that the funding competition occurs statewide and encouraged project sponsors to continue working closely with CDOT to advance projects and secure available funding as soon as possible.

Community Based Transportation Planning Program Project Updates

Lauren Kurgis and Brittany Compton presented the item.

Lauren and Brittney provided an update on DRCOG's Community-Based Transportation Planning Program, which provides technical assistance to local governments to improve mobility in low-income and historically disadvantaged communities. The program emphasizes community engagement and implementation-focused recommendations rather than long-range planning.

No questions were asked following the presentation.

Chair Justin Schmitz thanked staff for the presentation and noted the growing interest in the program across the region. He expressed appreciation for DRCOG's continued commitment to supporting community-focused transportation planning projects.

Administrative Items

Member Comment/Other Matters.

Alex Hyde-Wright shared that the City of Loveland is seeking a used bicycle and pedestrian bridge and asked members to reach out if they know of one available for reuse.

Jacob Riger announced that the process to expand DRCOG's Metropolitan Planning Organization (MPO) boundary to include Clear Creek and Gilpin Counties has been completed. Following TAC and Board approval and coordination with CDOT and the Governor's Office, the Governor officially approved the expansion, making Clear Creek and Gilpin Counties part of the MPO.

Next meeting – August 24, 2026

Adjournment.

The meeting adjourned at 3:30 p.m.