Attachment A: Transportation Advisory Committee Meeting Summary

Monday, October 26, 2026

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

Agency or interest	Member or alternate name	Attendance
Adams County	Bradyn Nicholson (Adams County)	In person
Adams County	Cathleen Valencia (Aurora)	In-person
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
Arapahoe County	Ant Devita (Centennial)	Not present
Arapahoe County	Brent Soderlin (Littleton)	In-person
Arapahoe County	James Katzer (Arapahoe County)	In-person
Arapahoe County	Ryan Seacrist (Arapahoe County)	Not present
Arapahoe County	Vacant	Vacant
Arapahoe County	Victor Rachael (Englewood)	Virtual
Boulder County	Alex Hyde-Wright (Boulder County)	In-person
Boulder County	Angel Bond (Boulder)	Not present
Boulder County	Cammie Edson (Longmont)	Not present
Boulder County	Gerrit Slater (Boulder)	Not present
Boulder County	Jean Sanson (Boulder)	In-person
Boulder County	Vacant	Vacant
Broomfield, City and County	Bryce Hammerton	Not present
Broomfield, City and County	Sarah Grant	Not present
Colorado Department of Transportation Division of Transit and Rail	Jan Rowe	Not present
Colorado Department of Transportation Division of Transit and Rail	Vacant	Vacant

Agency or interest	Member or alternate name	Attendance
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	In-person
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	In-person
Denver Regional Council of Governments	Jacob Riger	In-person
Denver, City and County	David Gaspers	Not present
Denver, City and County	David Krutsinger	In-person
Denver, City and County	Jennifer Hillhouse	Not present
Denver, City and County	Jonathan Webster	Not present
Denver, City and County	Justin Begley (Vice Chair)	In-person
Denver, City and County	Riley LaMie	Not present
Douglas County	Chris Hudson (Parker)	Not present
Douglas County	Jason Oldham (Douglas County)	Not present
Douglas County	Justin Schmitz (Lone Tree) (Chair)	In-person
Douglas County	Larry Nimmo (Castle Pines)	Not present
Douglas County	Tom Reiff (Castle Rock)	In-person
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 McDonald	Not present
Jefferson County	Christina Lane (Jefferson County)	In-person
Jefferson County	Kellee Van Bruggen (Arvada)	In-person
Jefferson County	Matt Wempe (Golden)	Not present
Jefferson County	Mike Vanatta (Jefferson County)	Not present
Jefferson County	Mike Whiteaker (Lakewood)	In-person
Jefferson County	Rocky Macsalka (Wheat Ridge)	Virtual
Non-metropolitan planning organization area	Colton Rohloff (Clear Creek County)	In-person
Non-metropolitan planning organization area	Jamie Boyle (Gilpin County)	In-person
Regional Air Quality Council	Kyra Reumann-Moore	Not present
Regional Air Quality Council	Tom Moore	Not present
Regional Transportation District	Chris Quinn	Not present
Regional Transportation District	Tom Worker-Braddock	In-person
Southwest Weld County	Evan Pinkham (Weld County)	Not present
Southwest Weld County	Miguel Aguilar (Erie)	In-person
Special interest seat: Aviation	Brodie Ayers (Denver International Airport)	In-person
Special interest seat: Aviation	Kyle Finseth (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)	In-person
Special interest seat: Environment	Lisa Sakata (HNTB)	Not present
Special interest seat: Equity	Angie Rivera-Malpiede	In-person

Agency or interest	Member or alternate name	Attendance
Special interest seat: Freight	Wally Weart	Not present
Special interest seat: Housing	Jeffrey Boyd	In-person
Special interest seat: Non-motorized	Sue Prant (Community Cycles)	In-person
Special interest seat: Older adults	Hilary Simmons (A Little Help)	Not present
Special interest seat: Older adults	Karie Erickson, (Aging Resources, Douglas County)	Not present
Special interest seat: Transportation demand management	Carson Priest (Smart Commute)	In-person
Via Mobility	Dawn Sluder (Lakewood Rides)	Not present
Via Mobility	Frank Bruno	Not present

Others present: Joellen Meyer – CDOT, JoAnn Mattson – CDOT, Nadine Richards – LJA, John Gardocki – CDOT, Casey Carlson, Ryan Arthur, Kelly Leadbetter, Jeremy Haywood, Jennifer Bartlett

DRCOG staff present: Alvan-Bidal Sanchez, Logan Cimino, Nora Kern, Josh Schwenk, Todd Cottrell, Aaron Villere, Sang Gu Lee, Jhas Cooper-Moore, Kathryn Rush, Malorie Miller, Ala Alnawaiseh, Lauren Kirgis, Erik Braaten, Emily Lindsey, Steph Piperno.

Call to Order.
Chair Justin Schmitz **called the meeting to order** at 1:30 p.m. with a quorum present.

Announcements or Public Comment.
Doug Rex provided background on a proposed change to DRCOG's member contribution structure that will be discussed further as part of the Transportation Improvement Program (TIP) policy update. He explained that member contributions currently generate approximately $2 million annually and are based on a jurisdiction's population and assessed value. In response to concerns about increasing costs for member governments, DRCOG has been exploring an alternative funding mechanism used by other metropolitan planning organizations.

Doug described a proposal that would split DRCOG's member contribution requirement between the existing member contribution formula and a new TIP administrative fee. Under the concept, a 1.5% fee would be applied to the federal share of TIP-funded projects, while the local match requirement would be reduced from 20% to 18.5%. Additional federal funds would be used to replace the 1.5% fee, increasing the federal participation rate from 80% to 81.5%.

Jacob Riger added that the proposal would ultimately reduce member contribution obligations, increase the federal share on TIP projects, and decrease local match requirements. He noted that the concept is one of several proposed financial changes being considered as part of the broader TIP policy update and would be discussed further later in the meeting.

No questions were raised following the announcement.

There was no public comment.

September 28, 2026, Transportation Advisory Committee Meeting Summary.
The summary was accepted.

Action Items

Transportation Advisory Committee Guidelines Update

Alvan-Bidal Sanchez, Program Manager of the Regional Transportation Planning Team, presented this item.

Alvan presented proposed updates to the Transportation Advisory Committee (TAC) Guidelines to reflect the recent expansion of the DRCOG Metropolitan Planning Organization (MPO) boundary to include Clear Creek and Gilpin counties. The proposed revisions would remove the existing shared non-MPO area representative seat and instead add one local government representative from each county. The changes would increase local government membership on TAC from 21 to 22 voting members while maintaining the existing committee structure, membership categories, and alternate member process. No other changes to the TAC Guidelines were proposed.

No questions or comments were raised by committee members.

> James Katzer **moved** to recommend to the Regional Transportation Committee. The motion was **seconded** by Tom Worker Braddock and **passed** unanimously.

2050 Metro Vision Regional Transportation Plan Update

Alvan-Bidal Sanchez, Program Manager of the Regional Transportation Planning Team, presented this item.

Alvan provided an overview of the final 2050 Metro Vision Regional Transportation Plan (RTP), summarizing the two-year development process, project selection efforts, financial planning, travel modeling, public engagement, and required federal and state compliance analyses. The plan includes updated investment priorities, an expanded regional roadway system that incorporates additional rural and mountain roadways, and approximately $1.3 billion in active transportation investments and $1.2 billion in safety investments. Staff noted that most projects included in the proposed plan are carryover projects or projects resubmitted by local governments and regional partners, with only about 14% of total funding dedicated to projects not currently included in the RTP.

Staff also reviewed the federal air quality conformity analysis and greenhouse gas transportation report. Modeling demonstrated that the plan meets federal ozone conformity requirements and achieves the greenhouse gas emission reduction levels required by state law for all analysis years through 2050. During the public review period, DRCOG received eight public comments, mostly from local and state partner staff, which resulted primarily in technical corrections, updated narrative content, revised maps, and updates to several appendices, including the greenhouse gas transportation report.

Colleen Kirby Roberts asked whether any of the public comments resulted in substantive revisions to the Regional Transportation Plan.

Alvan responded that the comments were largely non-substantive and focused on topics such as transit service frequency, congestion, safety improvements, and broader transportation issues for future consideration. The resulting revisions were primarily technical edits and clarifications rather than major policy or project changes.

During discussion, Chair Justin Schmitz expressed appreciation for the significant effort involved in developing the RTP and highlighted the collaborative process among DRCOG staff, local governments, and regional partners. Jacob Riger recognized the two-year effort required to develop the plan and thanked staff and regional partners for their contributions. Jean Sanson also commended staff for their responsiveness throughout the process and noted that the plan provides a comprehensive and accessible overview of the region's transportation system, investments, and priorities.

> Brent Soderlin **moved** to recommend to the Regional Transportation Committee. The motion was **seconded** by Mike Whiteaker and **passed** unanimously.

2024-2027 Transportation Improvement Program Policy Amendment
Josh Schwenk, Senior Planner with the Programming and Project Delivery Team, presented this item.

Josh presented a Transportation Improvement Program (TIP) amendment to incorporate a recent funding award from CDOT's Clean Transit Enterprise. The amendment adds approximately $44 million in Clean Transit Enterprise funding awarded to RTD.

No questions or comments were raised by committee members regarding the amendment.

> Alex Hyde-Wright **moved** to recommend to the Regional Transportation Committee. The motion was **seconded** by David Krutsinger and **passed** unanimously.

Informational Briefings

2029 – 2032 Transportation Improvement Program Policy Amendment
Todd Cottrell, Program Manager of the Programming and Project Delivery Team, presented this item.

Todd provided an overview of proposed amendments to the 2029–2032 Transportation Improvement Program (TIP) Policy Document. The revisions include updates to agency

roles and requirements, set-aside program funding, project eligibility criteria, application requirements, funding administration procedures, and project selection processes. Key changes include updates to matching fund requirements, renaming project categories to align with the Regional Transportation Plan, modifications to TIP set-aside funding levels, a proposed TIP administrative fee structure, revised project eligibility requirements, creation of a new "regionalism" scoring category, updated county funding targets, expanded regional share eligibility for safety, active transportation, and freight projects, and new procedures for managing returned project funds and unexpected revenue changes.

Colton Rohloff requested consideration of a minimum subregional funding allocation. He explained that Clear Creek County's transportation demands are driven largely by vehicle miles traveled associated with recreation and regional travel rather than local population or employment, resulting in a disproportionately low funding allocation under the current formula. He proposed establishing a minimum allocation of approximately 1.5% to better address safety and mitigation needs along the I-70 corridor and other regionally significant transportation facilities.

Jamie Boyle echoed those concerns and noted that Gilpin County's current allocation would result in less than $500,000 over four years, limiting the county's ability to advance meaningful transportation projects. She suggested a minimum allocation of approximately 1% to ensure all subregions have sufficient funding to meaningfully participate in transportation planning and project implementation.

Angie Rivera-Malpiede expressed appreciation for the comments and noted that equity considerations should remain a priority as DRCOG evaluates future funding allocation methodologies, particularly for vulnerable and historically underserved communities.

Justin Begley thanked Clear Creek and Gilpin counties for providing a detailed rationale for their request and encouraged continued discussion among member jurisdictions. He also asked for additional context regarding TIP set-aside funding trends and how proposed funding levels compare to previous TIP cycles. Todd Cottrell explained that proposed TIP set-asides would represent approximately 16.5% of available funding compared to roughly 20.5% in earlier TIP cycles, noting that the proportional share devoted to set-asides has decreased even though some individual set-asides are proposed to receive additional funding.

Jacob Riger added that the set-asides continue to provide regional value by funding specialized planning studies, technical assistance, and transportation initiatives that would otherwise be difficult to advance through the traditional regional and subregional funding programs.

Tom Reiff asked for clarification regarding project eligibility criteria, specifically whether CDOT-administered capacity projects identified in the Regional Transportation Plan would be eligible for DRCOG TIP funding. Todd Cottrell clarified that regionally significant projects identified as CDOT-administered projects in the Regional Transportation Plan are not eligible for DRCOG TIP funding because they are expected to be delivered through CDOT-

administered funding sources. He further clarified that operational improvements remain eligible through the newly renamed Arterial Safety and Regional Vision Zero category.

Alex Hyde-Wright noted that Boulder County had discussed the requests from Clear Creek and Gilpin counties during its subregional forum meeting and appreciated receiving a specific proposal for consideration. Alex also asked whether funding returned from canceled subregional projects would remain within the affected subregion or be used to address funding shortfalls elsewhere in the TIP program. Todd Cottrell responded that returned funds would first be used to help make the overall TIP program whole in the event of funding shortfalls before those funds would be available for reprogramming to new projects.

Zeke Lynch commented that the funding allocation concerns raised by Clear Creek and Gilpin counties warrant additional discussion and suggested that member jurisdictions evaluate the potential impacts before recommendations are advanced. He also noted that regional funding opportunities may provide another avenue for addressing regionally significant transportation needs in those counties. Jacob Riger responded that staff would develop and distribute funding allocation scenarios based on the proposed minimum allocation concepts discussed by Clear Creek and Gilpin counties so TAC members could review the implications and discuss them with their subregional forums prior to future policy discussions.

Chair Justin Schmitz asked for clarification regarding the proposal to combine several existing set-aside programs into a single transportation technical assistance category. Jacob Riger explained that the Community-Based Transportation Planning, Innovative Mobility, and Transportation Corridor Planning set-asides are administered similarly and often support overlapping types of projects. Consolidating them into a Transportation Technical Assistance Program would simplify the application process, provide greater flexibility for project selection, and allow DRCOG to respond more effectively to evolving regional priorities while continuing to support the same types of projects.

Chair Justin Schmitz also asked whether the proposed 1.5% TIP administrative fee would apply to projects funded through Multimodal Options Fund (MMOF) resources. Todd Cottrell clarified that the proposed fee would not apply because MMOF funding is not anticipated to be available in the upcoming TIP cycle.

Jean Sanson asked how the proposed member contribution changes discussed earlier would affect county and municipal assessments. Jacob Riger explained that under the proposal, traditional member contributions would be reduced by approximately 50%, with a portion of DRCOG's funding needs shifting to the proposed TIP administrative fee structure associated with TIP-funded projects.

Staff noted that the complete TIP Policy Document amendment will return to TAC in November for action and recommendation consideration.

Travel Survey Findings: Colorado Travel Counts – Denver Region
Sang Gu Lee, Program Manager of the Mobility Analytics Team, presented this item.

Sang Gu provided an overview of preliminary findings from the 2025 Colorado Travel Counts Household Travel Survey, a statewide travel behavior survey conducted by CDOT in partnership with Colorado's metropolitan planning organizations, including DRCOG. The survey collected data from approximately 8,400 households, more than 19,000 individuals, and nearly 62,000 recorded trips within the DRCOG region. The data is used to support regional travel demand modeling, greenhouse gas analysis, transportation planning, congestion management, and future updates to the Regional Transportation Plan.

Preliminary findings indicate that driving remains the dominant mode of travel in the region, while walking and bicycling trips have increased compared to the 2010 Front Range Travel Counts survey. The data also shows continued growth in transportation network company (TNC) usage, changing weekday travel patterns with higher travel activity concentrated on Tuesdays through Thursdays, and a less pronounced morning peak travel period than was observed in previous surveys. Survey results also reflect demographic shifts within the region, including a growing share of older adults and a decrease in the proportion of children. Early analysis suggests work-from-home rates remain significantly higher than in 2010, although staff noted that additional quality control and validation work is still underway.

Carson Priest thanked staff for presenting the data and noted its value for transportation demand management efforts. He asked why carpool mode share appeared to differ between two survey graphics that presented travel mode information. Sang Gu Lee explained that the difference results from the way trips are categorized and processed in the survey data. One figure reflects raw trip reporting while another reflects post-processed and consolidated travel mode categories, resulting in different carpool totals.

During discussion, committee members noted that the survey findings align with observed changes in travel behavior following the COVID-19 pandemic, including higher work-from-home rates and travel demand concentrated during the middle of the work week.

David Krutsinger expressed interest in reviewing additional transit-related findings, particularly information related to traveler preferences and perceptions of travel time. Sang Gu Lee responded that DRCOG is coordinating with RTD and incorporating information from RTD's recent onboard survey data as part of ongoing travel modeling and analysis efforts. Staff indicated additional analysis and future reporting will continue as validation of the survey data is completed.

Informational Items

CMAQ Performance Plan: Third Performance Period: Baseline Performance Report
Alvan-Bidal Sanchez, Program Manager of the Regional Transportation Planning Team, provided a brief update regarding DRCOG's Federal Performance Measures Program.

Alvan noted that the item was included in the meeting packet and related to the federal performance measures recommendation previously considered by TAC. The report includes information on traffic congestion and on-road mobile source emissions reduction performance measures. He highlighted that the report includes new historical emissions

reduction information for the Congestion Mitigation and Air Quality (CMAQ) Program that was not included in the original presentation provided to TAC.

Staff encouraged committee members to review the materials and contact DRCOG staff with any questions.

Administrative Items

Member Comment/Other Matters.
Tom Worker-Braddock noted a correction to the September TAC meeting summary, clarifying that he was representing RTD at the time rather than Arapahoe County. Staff acknowledged the correction and indicated the meeting summary would be updated accordingly.

Staff reminded committee members that the upcoming holiday season would result in adjusted meeting dates. The next Transportation Advisory Committee meeting is scheduled for Monday, November 16, 2026, which will be held on the third Monday of the month rather than the fourth.

Next meeting – November 16, 2026

Adjournment.
The meeting adjourned at 3:19 p.m.