



ADVANCED
MOBILITY
PARTNERSHIP

Agenda Working Group

February 3, 2026
2:30 p.m.
Remote meeting

Please [register and join via Zoom](#).

Persons in need of accommodations, such as interpretation services, manual captioning, or assisted listening devices, are asked to contact the meeting organizer, Steph Piperno at spiperno@drcog.org at least three business days in advance of the meeting.

1. Welcome and introductions
2. AMP Executive Meeting Debrief
3. Informational briefings:
 - Clean Fleet Enterprise's Transportation Network Company (TNC) Grant Program, Zia O'Neill, Mobile Sources Program Policy and Research Analyst with the Colorado Department of Public Health and Environment.
 - Vehicle-to-signal: Using Electric Vehicles to power traffic signals, Mike Whiteaker, City Transportation Engineer for City of Lakewood.
 - Regional Transportation District's Facilities and Fleet Transition Plan, Keith Hall, Project Manager (Capital Programs) with RTD.
4. Partner agency updates and other matters
5. Adjourn

Next meeting – April 7, 2026



COLORADO
Department of Transportation



Meeting Summary

Working Group

Tuesday, December 2, 2025
2:30 p.m.
Held remotely via Zoom

Attendees

Aaron Villere, DRCOG
Adam Lane, Waymo
Aislinn Droski, City of Arvada
Andy Geleske, CDOT
Angie Rivera-Malpiede, NETC
Benjamin Acimovic, CDOT
Brittney Compton, DRCOG
Carson Priest, Smart Commute
Clara Bechtel, RTD
Cory Schmitt, RTD
Courtney McDonough, CDOT
Derek Fern, City of Arvada
Doug Monroe, RTD
Emily Lindsey, DRCOG

Emma Boff, CDOT
Frank Bruno, Via Mobility Services
Heather Pickering-Hilgers, CDOT
Jacob Riger, DRCOG
Lisa Nguyen, DEN
Li-Wei Tung, RTD
Marni Ratzel, Jefferson County
Michael King, CDOT
Mridhula Manoj, CDOT
Ricky Light, CDOT
Steph Piperno, DRCOG
Suzanne Carulo, CDOT
Thomas Joyce, CDOT
Tom Worker-Braddock, City of Aurora

Welcome and introductions

Emily Lindsey, Co-Chair, welcomed attendees to the Advanced Mobility Partnership Working Group.

Informational briefings

Ben Acimovic from CDOT presented on the Connected Work Zone Standard 1.0. In 2018, states from across the Country and the Volpe Center started to develop the Work Zone Data Exchange (WZDx) specification. It is a secure data feed, and you must be whitelisted to be able to access the feed. In 2023, the federal government and Institute of



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Transportation Engineers (ITE) started the development of the Connected Work Zones Data Specification because it also includes autonomous vehicles and connected vehicles that are entering the market. Why is this work important? There were 899 fatalities in U.S work zones in 2023 alone, and real-time alerts can save lives. Use cases include Connected Arrow Boards. They can send information about when a lane closure starts and ends, and health, power, and configuration can all be seen remotely. Connected sensors can gather video, audio, speed, and vehicle information. These sensors can be used for decision making for short- and long-term lane closures. CDOT is working on CWZ system specs to help better scale. How does this affect local agencies? FHWA is requiring CDOT to report out on their work zones in 2030. CDOT is starting to think about what they will minimally require on their projects moving forward. Overall, data from work zones can save lives and reduce crashes, but it takes time to implement at scale. Recommendation is to start small and expand from there.

Adam Lane, from the State and Local Policy team at Waymo, joined AMP to discuss Waymo entering the Denver market. Waymo's goal is to improve safety. Waymo takes out the four biggest factors in crashes: distracted driving, drinking and driving, tiredness, and speeding. Waymo's work started in 2009 as the Google self-driving car project. Started with driver assist models for personal car ownership. In 2013, shifted the focus to fully autonomous driving. Starting to test in winter weather markets. Waymo vehicles are equipped with lidar, vision systems, radar, and microphones systems. With full suite, can see 360 degrees around the vehicle at all times. All Waymos are fully electric. Releasing 6th generation of technology which is designed for snow. Waymo publishes the number of vehicles miles travels and the number of incidents. Waymo is looking to go driverless in Denver in Q2 2026.

Heather Pickering-Hilgers from CDOT presented on the Autonomous Truck Mounted Attenuator (ATMA) Toolkit. ATMA's are trucks that go in front of work zones and are meant to be crashed into to protect the construction workers. CDOT first launched Autonomous TMAs in 2018. In 2023, CDOT was awarded a SMART grant. The grant allowed CDOT to purchase a third ATMA truck and two leader trucks. Showed that the ATMA could be paired with different leader trucks which allows for more use cases. A part of the SMART grant was to develop a tool kit to share lessons learned with other jurisdictions. Worked with Minnesota, Oklahoma, and Wisconsin and added all lessons learned into the toolkit. The tool kit is now live and can be found on [CDOT's website](#). The





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tool kit covers best practices, guidelines for leveraging resources, pre-deployment, training, procurement, and assessment. The tool kit will be developed over time as new lessons are learned.

Partner agency updates and other matters

Ms. Lindsey shared the dates for the 2026 AMP meeting schedule. She also shared that the Innovative Mobility Set-Aside call for projects recently closed. There will be another round of funding next fall, so please feel free to let DRCOG know if you have project ideas that you would like to discuss. The AMP Executive Committee will be meeting in January to discuss 2025 accomplishments. Ms. Lindsey also asked if any participants on the call have updates to share with the group. Tom Joyce shared that CDOT is starting a statewide TDM forum which will take place the day after AMP meetings. It will start in February and will be every other month.

Next meeting and adjournment

Ms. Lindsey thanked everyone for participating in the meeting. The next meeting is scheduled for February 3, 2026.

