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Transportation Improvement Program (TIP) Subcommittee

Thursday, February 12, 2026

11:00 a.m.

[Virtual Only](#)

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

Agenda

1. Call to Order.
2. Public Comment.
3. TIP Subcommittee Purpose, Structure and Anticipated Topics.
(Attachment A)
4. TIP Regional Share Discussions.
(Attachment B)
5. **Next Meeting – March 12, 2026, at 11:00 a.m.**
6. Adjourn.

Transportation Improvement Program Subcommittee

Meeting date: February 12, 2026

Agenda Item #: 3 (Attachment A)

TIP Subcommittee Structure and Anticipated Topics

Agenda item type: Informational

Summary

Discussion of the formation, purpose and anticipated topics to be covered by the Fiscal Year 2029-2032 TIP subcommittee.

Background

The next four-year TIP will cover federal Fiscal Years 2029-2032. The TIP identifies all federal- and state-funded transportation projects, and regionally significant projects regardless of funding source, in the Denver region over a four-year period. Projects are selected through a cooperative process, considering submittals from local governments, the Colorado Department of Transportation, or CDOT, the Regional Transportation District, or RTD, and other eligible agencies. DRCOG, through the Board of Directors, approves the process and criteria for awarding DRCOG-directed state and federal funds to projects in the TIP, which allows the region to implement its transportation priorities set by the Regional Transportation Plan, or RTP.

Committee structure

At the January 26 TAC meeting and with a follow-up email and poll, members were asked to participate in forming a TIP subcommittee to assist DRCOG staff in developing an amendment to the existing [Policies for TIP Program Development](#) document. The concept is for staff to bring larger topics for additional discussions before taking them to TAC for further discussion and eventual action.

The subcommittee will be informally structured, with no action items, though polling will be conducted to assist staff in developing recommendations to bring them back to TAC. All members and alternates of TAC are invited to participate as desired, though DRCOG staff will ensure one to two local government members from each county and at least one CDOT and RTD representative consistently attend to ensure equitable geographic and agency representation. Other TAC members are invited to participate, including special interest seat members.

All TIP subcommittee meetings will be held virtually on the 2nd Thursday of each month from 11 a.m. to 1 p.m. Staff anticipate the TIP subcommittee meetings will last through September.

Anticipated topics

As previously outlined at the January 26 TAC meeting and Attachment 1, the TIP subcommittee is anticipated to cover three major topics.



- Regional Share call for projects. Staff will outline the history of the share and potential adjustments to the process that advances the Regional Share to feel more regional in nature, by assigning it a particular outcome or goal DRCOG should accomplish by the time the TIP cycle is completed.
- TIP set-asides. Adjust and update the existing Fiscal Year 2024-2027 TIP set-asides to 2029-2032.
- TIP application questions. Review and discuss specific questions that eventually may be contained within the Regional and Subregional Share TIP applications.

While staff has only developed these three topics for discussion, additional topics may be brought forward as warranted as outcomes of the general TAC discussions.

Action by others

None

Previous discussion/action

[January 26, 2026 TAC](#)

Recommendation

None

Attachment(s)

1. Fiscal Year 2029-2032 TIP Development Schedule
2. Staff Presentation

For more information

If you need additional information, please contact Todd Cottrell, Project and Program Delivery Manager, Transportation Planning and Operations, at 303-480-6737 or tcottrell@drcog.org.



Fiscal Year 2029-2032 TIP Development Schedule (as of January 2026)

	2026												2027												2028												
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug					
Fiscal Year 2029-2032 TIP Calls for Projects, Recommendations and Action Schedule																																					
TIP Policy Amendment Discussions at TAC Amendment to TIP Policy Document Intro Policy Document: Minor Comments Review Removal of MMOF/Tracks TIP Fee Introduction Walk Audits TDM/Active Transportation Requirements Subregional Share Criteria Use of LOI's/Briefing Sheets Draft Policy Review (all items) DRCOG Recommendation/Action TIP Subcommittee Discussions Regional Share (Sub-Committee) Set-Asides (Sub-Committee) Draft Application (Sub-Committee)																																					
Regional Share Call for Projects Regional Share Call Public Comment Period App Scoring; Panel Review & Action DRCOG Recommendation/Action																																					
Subregional Share Call for Projects Subregional Share Call Public Comment Period Forum Scoring and Recommendations DRCOG Recommendation/Action																																					
TIP Document Draft TIP Preparation Public Hearing Draft of TIP Released Public Hearing 2029-2032 TIP Adoption																																					
<div style="display: flex; justify-content: space-between;"> BD - Board Discussion FD - Forum Discussion </div> <div style="display: flex; justify-content: space-between;"> BA - Board Action FA - Forum Action </div>																																					



Fiscal Year 2029-2032 TIP Subcommittee: Structure and Anticipated Topics

TIP Subcommittee – February 12, 2026

2029-2032 TIP development schedule

- TIP Policy document.
 - Review and amend through January 2027.
 - **January 26 TAC: Announcement to form TIP Subcommittee.**
- Calls for projects.
 - Regional Share: February to August 2027.
 - Subregional Share: August 2027 to March 2028.
 - Current schedule assumes little to no policy changes.
- TIP document development, public hearing, adoption.
 - January to August 2028.

TAC vs. TIP Subcommittee discussions

- TIP discussion topics at: 1) regular TAC meetings, and 2) newly-formed TIP subcommittee.
- TIP subcommittee: Informal discussions on larger, more time-consuming topics to give direction to TAC.
 - Topics: Regional Share, set-asides, application questions.
- TIP Subcommittee structure:
 - All TAC members/alternates invited; 1-2 TAC members from each county transportation forum, plus regional partners, special interest.
 - 100% virtual, 2nd Thursday of the month, from 11am to 1pm.
 - No actions, but polls to guide discussions and TAC material.

Anticipated topics

- Regional Share.
 - Potentially tie to a regional goal to emphasize its importance. May possibly lead to other changes.
- TIP Set-Asides.
 - Updates for the new 29-32 TIP. Not anticipated to increase/decrease significantly.
- TIP application questions.
 - Discuss and review specific questions for the Subregional and Regional Share applications.

Fiscal Year 2029-2032 TIP Development Schedule (as of January 2026)

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BD - Board Discussion **FD** - Forum Discussion
BA - Board Action **FA** - Forum Action

Thank you!

Todd Cottrell, Program Manager

tcottrell@drcog.org

Transportation Improvement Program Subcommittee

Meeting date: February 12, 2026

Agenda Item #: 4 (Attachment B)

Regional Share Call for Projects Process

Agenda item type: Informational

Summary

Discussion of how the current Regional Share call for projects process is conducted and new concepts to possibly adjust it for the Fiscal Year 2029-2032 Transportation Improvement Program, or TIP.

Background

The TIP call for projects is broken into two different shares; the Regional Share and the Subregional Share.

Current Regional Share process

Per the adopted [Policies for TIP Program Development](#) document, the current intent of the Regional Share is to "...achieve the regional outcomes and objectives of Metro Vision and the regionally funded projects and program investment priorities set by the Regional Transportation Plan." Sponsors can submit either a project or program. A project or program is further defined as:

- Projects: Eligible transportation projects must either be:
 - Included within the Regional Transportation Plan, or RTP, fiscally constrained project listing within specific air quality staging periods if they change road or transit capacity (referred to as air quality regionally significant projects, or capital or capacity projects), or
 - Be other improvements which do not change road or transit capacity based on eligible categories, typically on or located near a DRCOG planning network (such as the high injury network, active transportation corridor, or freight network). Eligible categories include multimodal capital, regional bus rapid transit, corridor transit planning, arterial safety/vision zero, active transportation, freight and studies. Additional eligibility restrictions are placed on the project elements and are dependent on the air quality staging period.
- Programs: Eligibility is defined as programs that "...address mobility issues to a level that can definitively illustrate a 'magnitude of benefits' fitting of a regional program." A program must also include the entire metropolitan planning organization, or MPO planning boundary and optimize the existing multimodal system by increasing mobility and access, or programmatic efforts to ensure that people of all ages, incomes and abilities are connected to their communities and the larger region.



After funding the TIP set-asides, 20% of the remaining funds are available for the Regional Share call for projects. Each county transportation forum is allowed to submit up to three applications, in addition to CDOT and RTD submitting up to two each. After the applications are submitted, a team of DRCOG staff score the projects, and then turn those scores over to a panel consisting of one technical member of each county transportation forum, in addition to others from CDOT, RTD, and subject matter experts. After discussing, the panel then recommends a slate of projects to be funded and a ranked wait list to the Transportation Advisory Committee for recommendation, and eventually the Regional Transportation Committee and Board of Directors.

Acknowledged trends from previous calls for projects

Since the development of the Dual Model process leading up to the Fiscal Year 2020-2023 TIP cycle, the Regional Share call for projects has been conducted three times. Over those calls, staff notes the following:

- CDOT is the only entity to submit a program application for consideration. This is most likely due to the geographic requirement that the proposed program must cover the entire MPO planning area.
- Submitted applications are usually for a single location and don't align with other submitted applications to address regional goals in a coordinated way.
- The same application criteria are used for both the Regional and Subregional Share.
- The Regional Share is hard to describe and not easily defined. Outside of the written text within the Policy, it's been said Regional Share applications are described as "we'll know it when we see it," which is not necessarily helpful for applicants when preparing applications. Similarly, the review panel, committees and Board have a difficult time evaluating projects based on the Regional Share definition.

Concepts to improve the process

Staff have been working on a concept to better align the Regional Share with its intended purpose.

The concept is to tie the Regional Share to a new or existing regional goal to guide project selection. If the Regional Share was tied to an existing goal, it would make the most sense to pick one of the RTP investment priorities. The current six RTP investment priorities include multimodal mobility, air quality, regional transit, safety, freight and active transportation. By tying future applications to a regional priority, we can ensure the limited investments available in the Regional Share are focused and drive measurable process towards the vision established in our plans. It's important to note the six listed investment priorities are currently adopted and may change when the new 2050 RTP is brought up for adoption later in 2026.

It should be noted for the 2020-2023 TIP cycle, both the Regional and Subregional Shares were tied to three broad "TIP focus areas"; improve mobility infrastructure and services for vulnerable populations, improve reliability of existing multimodal transportation network and improve transportation safety and security. Sponsors were not required to submit applications that met these focus areas, nor were they a project eligibility requirement.



Once a priority is identified, there are other related items to consider, including how specific the priority needs to be. For example, if the priority selected is “safety”, are all Regional Share projects simply required to improve safety, or should the eligibility criteria be further refined? Consider the following three different eligibility tiers for safety.

- Tier 1: The project improves safety.
- Tier 2: The project improves safety on DRCOG’s Regional High Injury Network corridors.
- Tier 3: The project includes multiple safety countermeasures at locations with the highest crash rates.

If this method was applied to another investment priority, for example “active transportation”, it possibly could look like:

- Tier 1: The project improves active transportation.
- Tier 2: The project fills in remaining gaps on the DRCOG Regional Active Transportation Corridors.
- Tier 3: The project fills in remaining gaps within Short Trip Opportunity Zones or Pedestrian Focus Areas.

Additional concepts are identified in Attachment 1.

Future meeting topics for discussion

Another major aspect of this conversation are the other potential adjustments that may need to be considered if the Regional Share is based on a single priority. Will the specific priority that’s selected, or just the fact of altering the share to be focused on a priority, require the existing Regional Share process to change?

Staff have identified two potential topics in need of discussion at the next meeting and will identify other topics accordingly.

- Would rebranding the Regional Share to “Regional Priority” re-emphasize the importance of this share, as compared to the Subregional Share?
- At this time, it’s reasonable to expect that \$70-\$100 million (federal plus match) might be available to the Regional Share program, based on history. By adjusting the process, does that alter the funding request minimum of \$100,000 and maximum of \$20 million?

Beginning with the first TIP subcommittee meeting, staff will work through these ideas and concepts over the next few months, using a combination of discussions and Mentimeter polling.

Action by others

None

Previous discussion/action

[January 26, 2026 TAC](#)



Recommendation

None

Attachment(s)

1. Regional Share Tier Ideas
2. Regional Share Tier Examples
3. Staff Presentation

For more information

If you need additional information, please contact Todd Cottrell, Project and Program Delivery Manager, Transportation Planning and Operations, at 303-480-6737 or tcottrell@drcog.org.



Regional Share: Illustrative Examples of Goal and Tiers

Illustrative examples for each 2050 Regional Transportation Plan investment priority are organized by:

Tier 1: RTP Investment Priority

- Tier 2
 - Tier 3

Active Transportation

- Fill gaps on [active transportation network](#).
 - Within a short trip opportunity zone or pedestrian focus area.
- Sidewalk infill/buildout.
 - Specific type of corridors.
 - Possible tie into transit; “safe routes to transit”.
- Microtransit.
 - Infrastructure buildout.

Air Quality

- Charger buildout.
- Funding for RAQC or similar organization for air quality improvement programs.
- Regional signal/ITS buildout.

Freight

- Truckstop electrification/idle reduction.
- Curbside management, driveway consolidation.
 - Specific corridors or types of improvements.

Multimodal Mobility

- Next steps in completed corridor studies from the Corridors Set-Aside program.
 - Specific study.
- Mobility hubs.
 - Specific hubs, corridors, etc.
- Complete Streets (could also be tied into other investment priorities or networks, such as Bus Rapid Transit, High Injury Network, Active Transportation Corridors, etc.).
 - Specific corridor or corridor type.
- Roadway operational hot spot improvements (reduce/eliminate bottlenecks)
 - Specific corridor or type.
- Improvements related to large regional investments, such as new sports stadiums or airports.

Regional Transit

- New transit system/routes to major recreational or other locations (Red Rocks, skiing, national parks, etc.).
- Transit capital upgrades.
- Free/reduced fares.

- Specific time period or events.
- Transit signal priority (capital, operational, and maintenance).
 - Specific corridor.
- Bus stops.
 - accessibility improvements/level boarding upgrades.
 - consolidation/enhancement.
 - development/implementation of standardized, modular system.
- BAT lanes, queue jump lanes.
- Bus Rapid Transit.
 - Existing or next corridors to be implemented.
- First/Last Mile.
 - Sidewalk infill near stations/stops, mid-block refuges, bike parking infrastructure.

Safety

- High Injury Network corridors (potential overlap with other investment priorities).
 - Specific to ones with highest crash rate or other factors.
 - Specific countermeasures (medians, driveway consolidation or relocation, roundabouts, pedestrian hybrid beacons, lighting, etc.).
 - quick-build treatments.
- Countermeasure implementation of a specific corridor which recently was studied.



Fiscal Year 2029-2032 TIP Regional Share Process

TIP Subcommittee – February 12, 2026

Existing Regional Share process

- Purpose “...achieve the regional outcomes and objectives of Metro Vision and the regionally funded projects and program investment priorities set by the Regional Transportation Plan.”
- Eligibility extended to both projects and programs.
- After set-asides, 20% of the remaining funds are allocated to the Regional Share.

Existing Regional Share process (continued)

- Submittals: 3 per forum, 2 for CDOT and RTD each.
- DRCOG staff scores, turn over to panel to discuss and recommend back to DRCOG.
- Panel: 1 technical forum member, RTD, CDOT, subject matter experts.

Existing Regional Share process (continued)

- Projects:
 - Eligible categories: multimodal capital, regional bus rapid transit, corridor transit planning, arterial safety/vision zero, active transportation, freight and studies.
 - Regionally Significant projects: In the current or next staging period that aligns with the current RTP (all phases or pre-con only).
 - Other non-Regionally Significant projects in RTP (but aligned with staging period) or non-RTP projects eligible.
- Programs:
 - “Magnitude of benefits fitting of a regional program.”
 - Entire MPO, increase mobility and access.

Regional Share trends since 2020

- No program submittals; only CDOT covers the entire MPO.
- Applications are generally for one location and don't align with other submittals to address regional goals in a unified way.
- Application criteria is the same for both Regional and Subregional Shares.
- Current definition is confusing and hard to describe.
 - “We’ll know it when we see it.”
 - Staff, applicant, review panel concerns.

Poll questions.

- Regional Share purpose.
- Does the purpose align to projects submitted?
- Agree with the current trends?
- Thoughts on the process.

Concepts to improve process.

- Tie the share to a new or existing DRCOG goal as outlined in the RTP.
- Why? RTP is the Board-adopted transportation vision, and the TIP implements that vision.
- Propose using one or more of the RTP investment priorities: multimodal mobility, air quality, regional transit, safety, freight and active transportation.
 - May be altered as part of the ongoing RTP update.

Ok, but why?

- If future applications are tied to a priority, we can:
 - Ensure the limited investments are focused.
 - Drive measurable progress towards that goal.
- Tried before in 2020-2023 TIP cycle but apps weren't required to meet focus areas and not a project eligibility requirement.
- Hopefully, we can eventually say “By 2033, we will accomplish X as a region”, or “we have \$X to invest, what can we do to achieve our goal?”

Poll questions.

- Should the share be tied to a specific goal?
- Should the goal come from the RTP?
- Should that goal be one of the RTP investment priorities?

How specific do we need to get?

Suggest using “Tiers” to describe the level of detail; uses safety as the example.

- Tier 1: The project improves safety.
- Tier 2: The project improvements safety on DRCOG’s Regional High Injury Network corridors.
- Tier 3: The project includes multiple safety countermeasures at locations with the highest crash rates.

How specific do we need to get?(continued)

Possible example tiers using the active transportation priority.

- Tier 1:
 - The project improves active transportation.
- Tier 2:
 - The project fills in remaining gaps on the DRCOG Regional Active Transportation Corridors.
- Tier 3:
 - The project fills in remaining gaps within Short Trip Opportunity Zones or Pedestrian Focus Areas.

Poll questions

- Does using a “tier system” make sense?
- Should the tier level be known before selecting a goal, or only after?
- What do you think is the best goal to invest funding in?
- Without knowing the selected goal, what feels like the most appropriate tier?

Probable future topics.

- Regional Share rebranding.
- Funding request minimum and maximum.
- County transportation forum level of involvement.
- Change in the application process?
- Project type eligibility.
- Other?

Thank you!

Todd Cottrell, Program Manager

tcottrell@drcog.org