

## Board Work Session

Meeting date: June 3, 2026

Agenda Item #: 5

### **2029-2032 Transportation Improvement Program Development: Regional Share Process**

Agenda item type: Discussion

#### **Summary**

The development of a new Transportation Improvement Program, or TIP, for fiscal years 2029-2032, creates opportunities to review and potentially adjust existing policy and practices. This discussion focuses on the existing Regional Share call for projects process, and concepts to possibly adjust it for the new TIP.

#### **Background**

Both the Transportation Advisory Committee, or TAC, and a newly formed subcommittee of TAC, focusing on potential policy changes with the development of a new TIP covering federal fiscal years 2029-2032, have held discussions on reviewing the Regional Share process. This conversation will be a recap of those discussions, with the intent to identify a path forward in future discussions.

#### *Current Regional Share process*

Per the adopted [Policies for TIP Program Development](#), 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.

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 submit the scores 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 TAC for recommendation, and eventually the Regional Transportation Committee and Board of Directors.

#### *Observed trends from previous calls for projects*

Since the development of the Dual Model process leading up to the Fiscal Year 2020-2023 TIP cycle, Regional Share calls for projects have been conducted three times. Over those calls, staff have noted the following observations, which are not intended as either praise or criticism:

- No applicant has submitted a "program" for consideration, most likely due to no single jurisdiction covering the entire metropolitan planning organization, or MPO, planning area, apart from CDOT.



- 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 can be hard to describe and not easily defined. Outside of the written Policy document text, it's been said Regional Share applications are described as "we'll know it when we see it."
- Even so, the Regional Share has generated strong interest each TIP call and has been fully subscribed in terms of project funding requests and allocations. As discussed below, both the TIP Subcommittee and the TAC have affirmed the value of the Regional Share and overall satisfaction with the process.

#### *Potential process adjustment concepts*

To date, staff have had multiple conversations with both the TIP Subcommittee and TAC to suggest, discuss and identify potential adjustments to the Regional Share process. Generally, these potential adjustments fall into four categories. Below is an outline of the discussions to date on each of these categories.

#### *Alignment to Regional Transportation Plan, or RTP, goal(s)*

After polling and discussion, TAC members are generally satisfied with the current process, though support exists to adjust it to further strengthen ties with the RTP. The primary concept discussed would be to connect the Regional Share to making progress towards or achieving an explicit regional goal(s), specifically one or more of the investment priorities outlined in the 2050 RTP.

- After one or more goal(s) is identified, using a "tiered" system to conceptualize the level of detail to be captured by the project applications would most likely be necessary.
  - A simplistic example is as follows: Tier One is just the goal(s) (RTP investment priority), Tier Two is mid-level (such as adding a specific improvement type) and Tier Three would provide additional detail (such as adding specific locations).
- Without selecting the overall goal(s), all felt that Tier Two (mid-level detail) might be the best fit for the Regional Share.

#### *Application process*

Currently, the applications used for both the Regional Share and Subregional Share are identical. After discussion, technical members felt if the Regional Share process remains generally the same (no goal(s) are used), the application should then also generally remain the same. However, if one or more RTP goals are used in the Regional Share, the application should then be adjusted and provide additional weight for the selected goal(s).

It was also asked if a "two-step" application process could be introduced. This process is used in most of the TIP set-aside calls for projects and consists of applicants first submitting a letter of interest to be reviewed and discussed, before applicants are invited to submit full applications. If this process is eventually used, discussions will be needed to provide additional details.

#### *Submittal process*

The submittal process for applications and the roles the county transportation forums play were also discussed. Overall, it was felt the role the forums play was critical in maintaining the



“buy-in” the forums have in the process and they are the perfect “pre-screening” step at identifying Regional Share submittals. It was strongly supported to keep the submittal process the same, regardless of any policy changes proposed for this TIP.

#### *General eligibility/other*

Other eligibility criteria were also discussed, with the following results:

- The current minimum DRCOG funding request in the Regional Share an applicant can request is \$100,000, with a \$20,000,000 maximum. A majority stated it was too early in the discussion process and not enough information is known at this time if any adjustments are warranted. Staff mentioned they will bring this topic back later in the process.
- One question discussed was, if the Regional Share does align with a goal(s), would that restrict project type eligibility? For example, if active transportation is the goal, would a roadway operational project be eligible if it had an active transportation component? The subcommittee overwhelmingly felt project type eligibility would not be restricted if a goal(s) is used in the Regional Share, meaning in the example provided above, a roadway operational project would be eligible, as long as the submitted project contained an active transportation element.
- Finally, staff suggested a potential shift in the naming of the Regional Share, adjusting it to “Regional Priority”, and if that would assist in clarifying the intent of the Regional Share. Though the reaction was mixed, prior polling and discussions did lean towards there being some benefit in adjusting the name. Staff mentioned that this topic would also be brought back later in the process once additional policy details are known.

#### *Identifying the path forward*

After reviewing all the previous discussions to date, two options have been identified to move the conversation forward.

1. Keep the Regional Share as is, but with small adjustments.
  - Staff will continue reviewing and suggest adjustments to the application and application questions. Staff have already been planning to bring these items up for discussion later in the process this summer, regardless of any previous discussions.
  - Staff will plan future discussions on funding minimums and maximums and possibly renaming the Regional Share to Regional Priority later this fall, after additional information is known about the overall changes to the TIP Policy document.
2. Adjust the Regional Share to include a goal(s).
  - If directed by the Board, staff will work with TAC and the TIP Subcommittee, and eventually the Board, to identify a goal(s) and what level of detail (tier) is necessary.
  - Staff will continue reviewing and suggest adjustments to the application and application questions and will also draft additional questions specific to the goal(s) identified.
  - Staff will discuss and provide additional details on how the two-step application process could work.
  - Staff will identify the proper time and then re-introduce any discussions on funding minimums and maximums and renaming the Regional Share to Regional Priority.



### *Next steps*

Regardless of the outcome of this discussion, staff will continue to have discussions with both TAC and the TIP Subcommittee on other policy items including, but not limited to, the TIP set-asides, the draft application questions and the Subregional Share criteria, among others. Regular updates will also be provided to the Board throughout the 2029-2032 TIP development process.

### **Discussion/action by others**

[January 26, 2026](#) – Transportation Advisory Committee

[February 12, 2026](#) – Transportation Improvement Program Subcommittee

[February 23, 2026](#) – Transportation Advisory Committee

[March 12, 2026](#) – Transportation Improvement Program Subcommittee

[April 20, 2026](#) – Transportation Advisory Committee

### **Previous discussion/action**

None.

### **Recommendation**

None.

### **Attachment**

Staff presentation

### **For more information**

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