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Transportation Improvement Program (TIP) Subcommittee

Thursday, March 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, Todd Cottrell, at tcottrell@drcog.org at least three business days in advance of the meeting.

1. Call to Order.
2. Public Comment.
3. Continued TIP Regional Share Discussions.
(Attachment A)
4. Next Meeting – April 9, 2026, at 11:00 a.m.
5. Adjourn.

Transportation Improvement Program Subcommittee

Meeting date: March 12, 2026

Agenda Item #: 3 (Attachment A)

Regional Share Call for Projects Process – Continued Discussion

Agenda item type: Informational

Summary

Continued discussion on the current Regional Share process, and concepts to possibly adjust it for the Fiscal Year 2029-2032 Transportation Improvement Program, or TIP.

Background

At the February meeting, staff reviewed the current Regional Share process, including staff-acknowledged trends from previous calls for projects. One new concept was introduced to potentially strengthen the existing process, where one or multiple Regional Transportation Plan, or RTP, investment priorities could be used as a regional goal(s) that each submitted Regional Share project must meet. The goal(s) could be just an overall theme - such as safety, active transportation or transit - or could also contain other project specific required elements, improvement types or specific location limits, based on the theme and level of detail desired.

During the meeting, a Mentimeter poll was conducted to assess how the subcommittee felt about the current process, past trends and the concept for potential adjustments. Those results, in addition to other process adjustment concepts, will form the basis of today's discussion. A summary of the poll results is contained as an attachment. In general, staff have the following takeaways from the poll results and discussion:

- Those polled are generally satisfied with the current process, though support exists to adjust it to further strengthen ties with the RTP in the form of connecting the Regional Share to making progress towards or achieving a specific regional goal(s), specifically one or more of the investment priorities outlined in the RTP.
- After one or more of the investment priorities is identified, using a “tiered” system to conceptualize the level of detail to be captured by the project applications is necessary.
 - A simplistic example is as follows: Tier One is just the goal(s) (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 location(s).
- When polled, those in attendance placed both the Safety and Regional Transit RTP investment priorities higher than the others.
 - It's important to note the current RTP priorities may be adjusted in the ongoing RTP update that is anticipated to be adopted later this year, and the point for now is to gather general agreement on concepts for an adjusted process, not to choose a specific RTP priority as a TIP regional share goal.
- Finally, and without selecting the overall goal(s), those in attendance felt that Tier Two (mid-level detail) might be the best fit for the Regional Share.



Current TIP Subcommittee discussions and relationships

Before other potential Regional Share process adjustments are introduced, staff felt it was necessary to step back and describe the TIP Subcommittee discussions in relationship to actions to be taken by the TAC, RTC and the Board, ultimately leading to an amendment to the TIP Policy document.

The discussions so far are starting to outline possible adjustments to the Regional Share process. From staff's perspective, the Regional Share process includes possible adjustment to focus on one or more goals, and the relationship and impacts it has to other Regional Share process elements, such as the application process (which includes the actual application for funding), the submittal process and other related items such as eligibility and funding maximums per project.

The discussions and outcomes from last month are just one step in a holistic review of the Regional Share process. Additional process adjustment concepts and questions are listed in the next section of this memo. TIP Subcommittee discussion feedback about the Regional Share process relationships and dependencies will provide the ability for TAC to get into the next level of detail, before broaching these possible process changes with the Board.

In summary, the goals for the TIP Subcommittee are to discuss potential process adjustments and how all of the different current or adjusted elements fit into the overall decision-making framework and relationships, which then gives TAC the ability to affirm any overall process changes and add additional levels of detail (such as the identification of a goal(s)).

Additional concepts to consider

As introduced last month, there are other potential process adjustments that may need to be considered if the Regional Share is based on one or more goal(s). Will the specific goal(s) selected, or just the fact of altering the Regional Share to be focused on a goal, require the existing process to change?

Staff have identified several topics in need of discussion.

Application process:

- If the anticipated outcome is to only accept and fund projects based on the established goal(s), do the application form and questions need to be adjusted, or should it still mirror the Subregional Share application?
- What would be the consequences if the application (as it exists today) was simplified or even eliminated, and instead shifted to use something else, perhaps letters of interest or nomination forms?
- Could a hybrid approach be used, where letters of interest or nomination forms are the first step to narrow the number of applications, and then, after initial evaluation, the remaining applicants are instructed to fill out full applications?

Submittal process:

- If the identified goal(s) approved by the Board is ultimately location specific, would it still make sense to continue having all county transportation forums be able to submit up to three applications each, and up to two each for CDOT and RTD?



- What if the goal(s) is not location specific? Does it still make sense to continue with the forums submitting the applications?
- Would it be more effective or an advantage to shift the application discussion and submittal process to a new or existing committee or panel instead of utilizing the county transportation forums to help to eliminate any bias?

Eligibility and other:

- Until more is known about surface transportation reauthorization, it is 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? What about a maximum not exceeding 50% of available funding?
- If a specific goal(s) is selected, does this automatically restrict certain project types from being eligible? Or is that too difficult to discern until the goal is known? For example, if active transportation is the investment priority, can roadway operational improvements projects be eligible if the project has an active transportation improvement component?
- Would rebranding the Regional Share to “Regional Priority” re-emphasize the importance of this share, as compared to the Subregional Share?

Action by others

None

Previous discussion/action

[February 12, 2026 TIP Subcommittee](#)

Recommendation

None

Attachment(s)

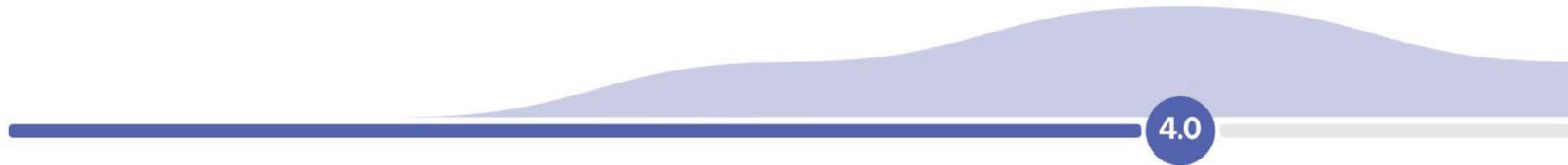
1. February 12 Mentimeter poll results
2. Staff Presentation

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.



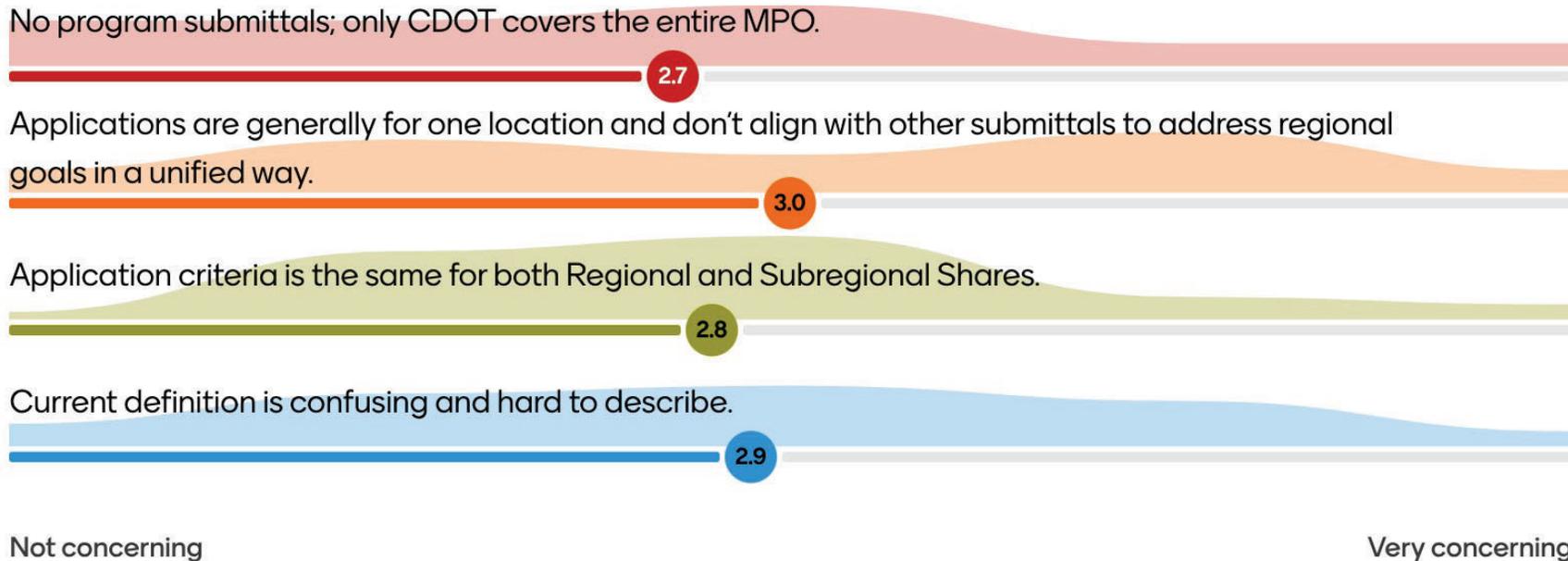
In your opinion, how well do recent Regional Share awards collectively support the program purpose?



Needs stronger alignment

Very well

How concerned are you with the Regional Share trends identified by staff?



Other observations, concerns, or thoughts on the current Regional Share process?

Need to emphasis cross
Subregional coordination
on Regional share projects

14

Popular

Requiring programs in the
regional share to cover the
entire MPO seems a bit
absurd. I think most would
agree RTD provides regional
benefits, but they are
currently locked out from
regional prgms.

11

Increasingly important
regional issues: safety/KSI,
older adult transportation,
TSP, bus stops, regional
BRT network definition.

11

process encourages
regional collaboration

9

Large employment and
trip centers should receive
status in the application
process

9

Better understanding of
how multimodal projects
can be built/analyzed on
regional level scale

8

Approach provides
funding to address the
greatest need for the
greatest number

7

Check in with CDOT
and RTD plans for
regional projects

7

Other observations, concerns, or thoughts on the current Regional Share process?

Having projects at single/
specific locations seems fine,
as long as they are
contributing to regional
systems (regional BRT,
regional AT network), etc.

7

Projects demonstrating
regional impact through
how many people they
move where from and to,
should continue to receive
priority

6

Generally speaking CDOT
get's a share of funding from
the feds, DRCOG MPO \$\$
can certainly go to
supplement the CDOT Share
but that takes away from
DRCOG local allocation so
where do we want to go.

6

Consider regional assets that
don't have the funding
needed or available in set
asides or other eligible
funding programs. Ex
sidewalks and trails that
reduce pedestrian conflict w
vehicles

6

Only concern is for those
large, very expensive
purely recreational
projects, and the
seemingly pure asthetic
projects.

5

have the strongest possible
emissions/VMT reduction
criteria for TIP funding
applications, given our
persistent summertime air
quality issues for which local
emission reductions are our
only tool

5

How to get everyone to
the new broncos
stadium

2

Maybe it's less about more of
a clear definition with the
regional share and more
about making sure we can
clarify the difference between
the regional and sub regional.

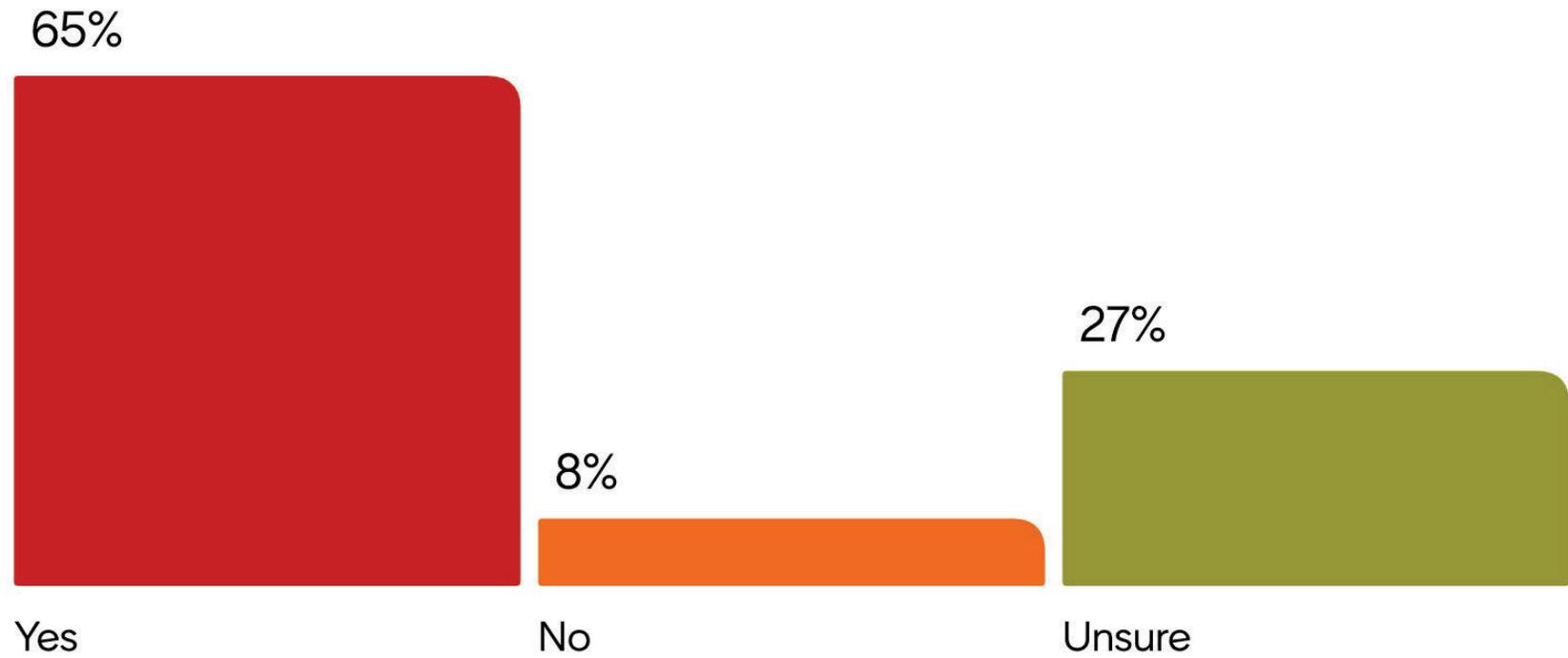
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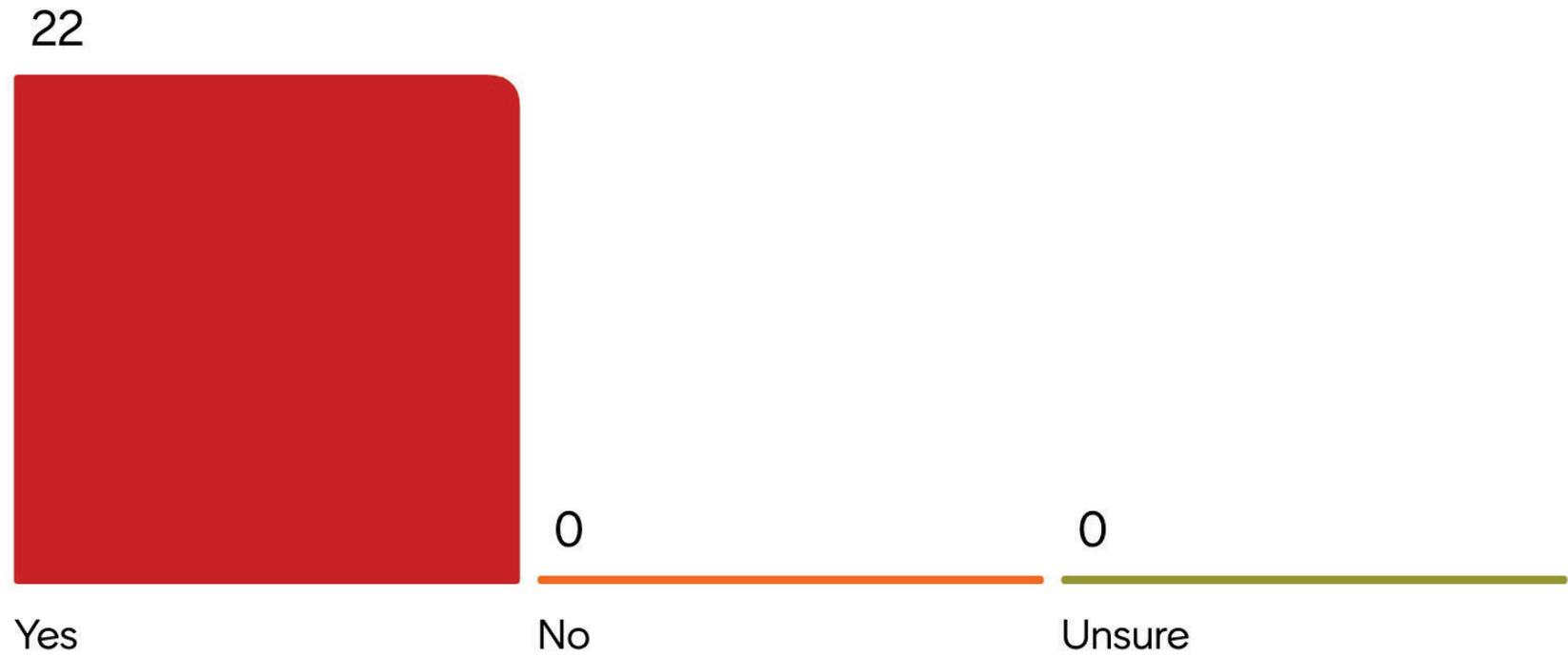
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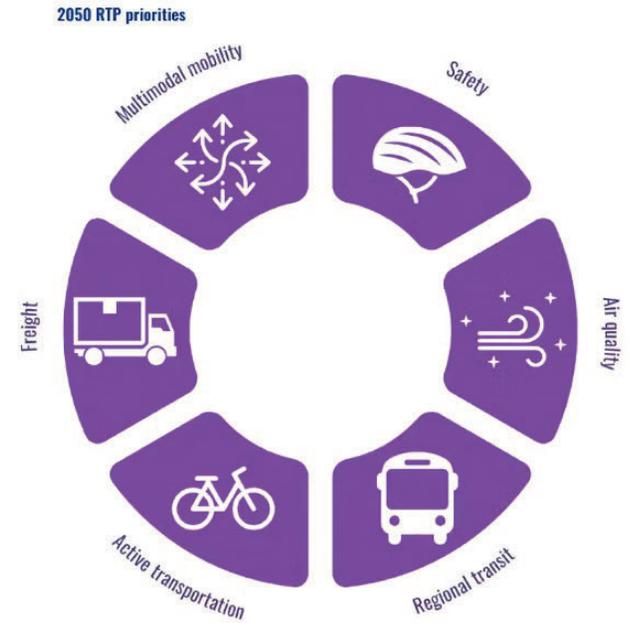
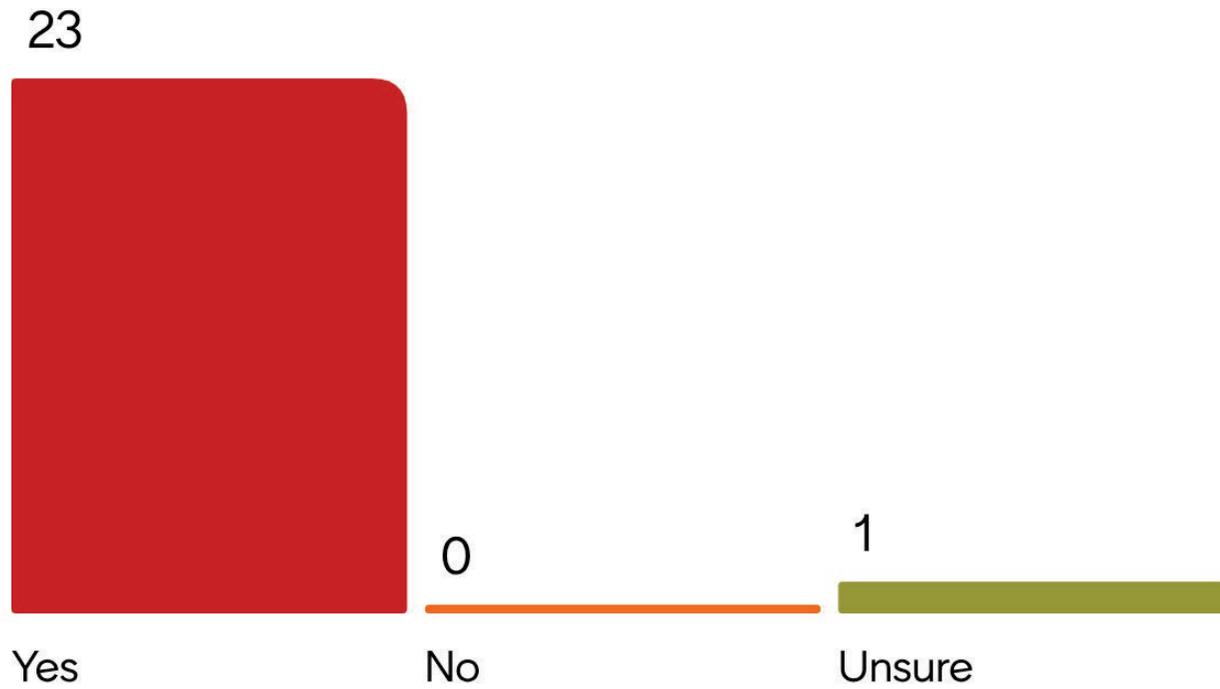
Should the Regional Share be tied to making process towards or achieving a specific regional goal?



Should the goal be drawn from the RTP?



Should the goal be one of the RTP priorities?



Thoughts or questions on tying RS to a regional goal?

Regional share should be tied to any one of the identified regional goals, not limited to a single regional goal area.

12

Popular

Good idea, also pointing out one project can meet multiple goals. But perhaps better to focus region investments into one primary area to make progress in an uncertain funding environment overall

8

I think the process on how to decide which goals are the north stars for regional shares needs to be inclusive and transparent. If we go this route, need to evaluate success of reaching goals

8

What might be the process to determine which goal or goals?

7

How and who would decide the "goal", and if focusing all the funding on one "goal" will have negative impacts on a holistic system

7

Different jurisdictions have different priorities that could count as regional. But may not be to a single specific regional goal.

6

Regional goal should benefit the region, or several subregions and not one area

6

Foundational goal with supporting goal(s)? Safety as foundational for all investments.

5

2



12



Thoughts or questions on tying RS to a regional goal?

supportive, but we should also keep in mind the limits inherent with ~\$100M in funding and billions in need. One round focused on one goal is not likely to "check it off" the list.

4

How we determine what the region's highest priorities are for investment to choose a goal/goals

4

If this is regional share and by definition affecting the region then \$\$ should go towards meeting multiple goals of the RTP, but also how can we leverage funding from others to make funding go furthe

4

There is a basic struggle with asset management that could encompass multiple RTP priorities.

3

We need a document the clearly states the specific regional goal(s) ie fatalities reduced by x,

3

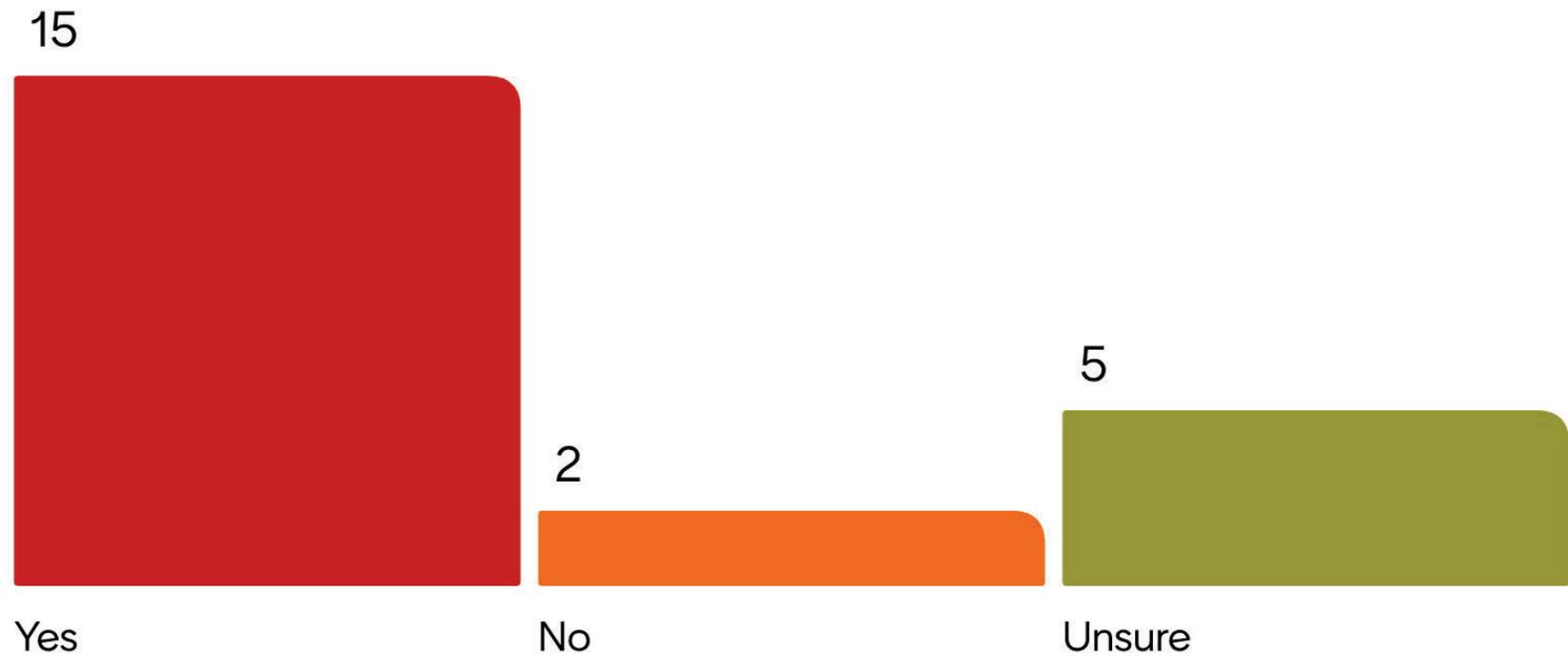
Should there be specific projects that meet regional goals/goals that should be considered "off the top," and be a supportive match with other funding allocated to regional projects?

3

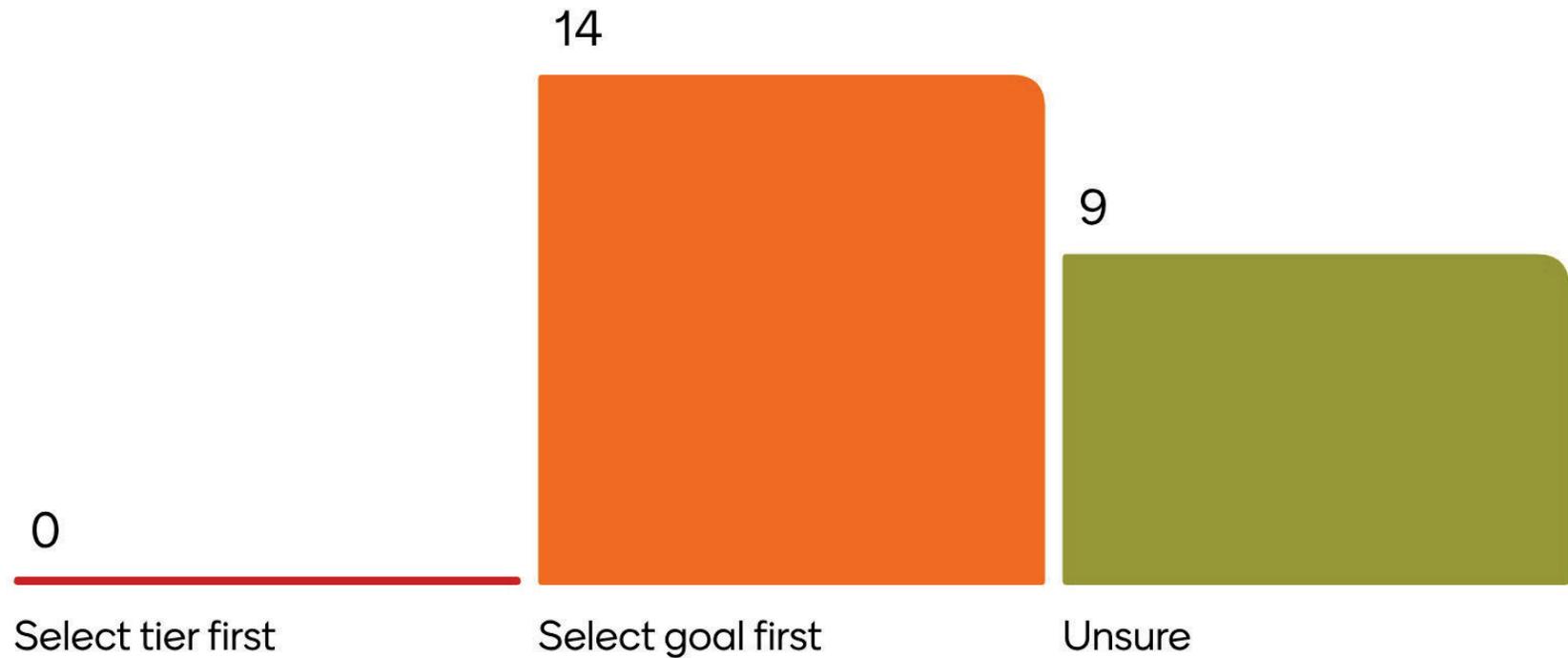
Performance based measurement should focus on the greatest number and split of regional trip shares. Meaning a transportation solution that only serves CBD trips is not a regional solution

1

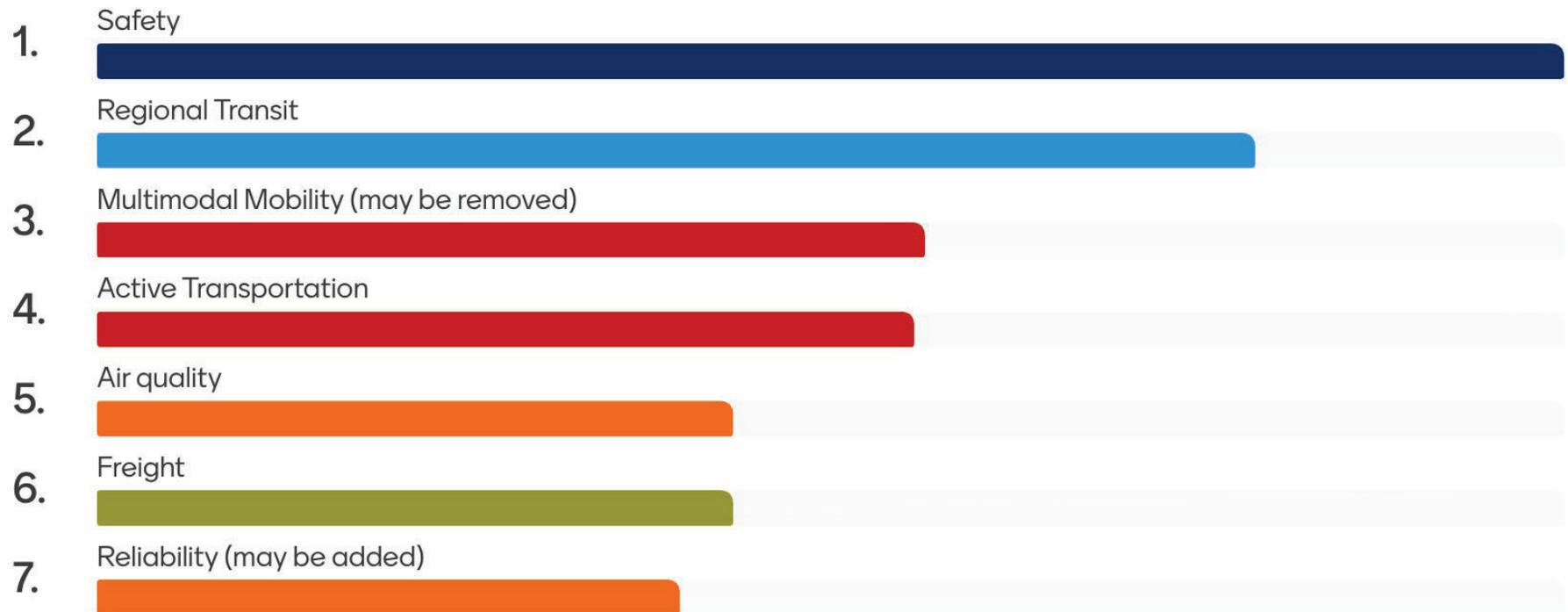
Does the system of three "tiers" make sense for conceptualizing the level of detail?



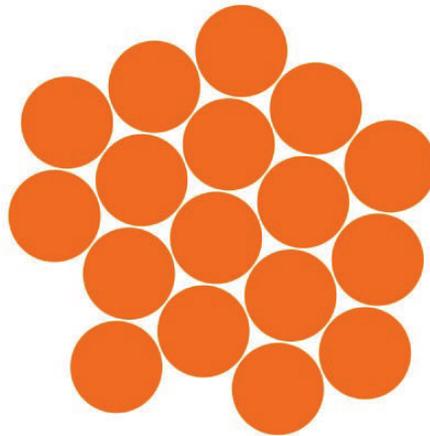
Should the tier level be known before selecting a goal or after?



Of the current RTP priorities, which would you support as the RS goal?



At first impression and without selecting an overall goal(s), what might be the best tier?



0 Tier 1 (just the goal)

17 Tier 2 (mid level)

3 Tier 3 (detailed)

Any other initial thoughts, questions, or concerns?

assume we're talking about set asides at a future meeting?

3

Popular

Need for post implementation study to quantify the benefits of the investment to determine if it in fact met the goal(s)

3

Popular

Lunch

3

Popular

If this or some version of it would become policy, does it impact the relevance of RTP projects for TIP funding?

2





Fiscal Year 2029-2032 TIP Regional Share Process - Continued

TIP Subcommittee – March 12, 2026

February meeting recap.

- Review of the existing Regional Share process.
 - Submittals, scoring, panel, etc.
- Staff acknowledged Regional Share trends since 2020.
 - No programs, project locations not interconnected, criteria is the same as in the Subregional Share, current definition hard to describe.
- Introduction of using a shared goal(s) for all submittals.

Polling and conversation takeaways.

- Generally satisfied with current process, but support exists to tie the share to a regional goal(s).
 - Most logical would be the RTP investment priorities.
- After the priority is identified, using a “tiered” system to provide the appropriate level of detail.
 - Tier 1: Just the goal(s) or priority (safety).
 - Tier 2: Mid-level detail (certain types of improvements).
 - Tier 3: Additional level of detail (at certain locations).

Polling and conversation takeaways (continued).

- The top two RTP investment priorities selected in polling were safety and regional transit.
 - Investment priorities may be adjusted with new RTP update. Identifying the goal(s) to be used at this time is not a priority.
- Tier two (mid-level detail) was selected as potentially the best fit.

Regional Share process and relationships.

- Aligning the Regional Share to a goal(s) is just one of the possible process adjustments.
 - Others potentially include the application and submittal process, and other elements.
- TIP Subcommittee purpose: explore potential changes, relationships between all the different Regional share elements.
 - DRCOG staff sounding board, idea generator check.
- TAC/Board purpose: Add details to the subcommittee discussions through decisions, recommendations, actions.

Additional concepts to consider.

- If Regional Share adjustments are made, it's probably not just to just one specific item, such as alignment to a goal(s).
- Several other topic areas have been identified:
 - Application process.
 - Submittal process.
 - Eligibility and other items.
- Polling will be conducted after each section.

Regional Share application process.

- Should the Regional Share application continue to mirror the Subregional Share application, regardless of any upcoming changes to the process?
- Same question, but instead a goal(s) is selected and used. Does that require an adjusted application?
- Could the application be greatly simplified or eliminated, and shifted to something similar to a letter of interest or nomination form?
- Could a hybrid approach be used; two steps: 1) letter of interest, and 2) then an application?
- Next slide: polling.

Regional Share submittal process.

- Should the forums continue to be used to submit applications to the panel?
 - With no goal(s) used?
 - If a goal(s) is used?
 - If a goal(s) is used and it's location-specific?
- To assist in eliminating any bias, should application submittal and discussion be removed from the forums, and be assigned to a new or existing committee or panel?
- Next slide: polling.

Regional Share eligibility and other.

- Is a minimum request of \$100,000 and a maximum of \$20,000,000 still valid? Could the maximum be adjusted to no more than half of the amount available?
- If a goal(s) is selected, would certain project types be restricted and not eligible?
- Does rebranding to “Regional Priority” assist in positive messaging or not really?
- Next slide: polling.

Thank you!

Todd Cottrell, Program Manager

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