

Transportation Advisory Committee

Meeting date: September 28, 2026

Agenda Item #: 7 (Attachment E)

2029-2032 TIP Development Process Update

Agenda item type: Informational Briefing

Summary

Continued discussion on the Transportation Improvement Program, or TIP, development process for the new Fiscal Years 2029-2032 TIP, focused on the Subregional Share funding target percentages and other assorted items, and the Regional Share funding minimums and maximums.

Background

Staff have outlined topics for presentation and discussion in developing the Fiscal Year 2029-2032 TIP, including assorted elements of the Subregional Share (funding target percentage to each county transportation forum, eligibility requirement adjustments and DRCOG staff scoring assistance) and Regional Share (application funding request minimums and maximums).

Subregional Share funding target adjustments

Of the projected funding available for the calls for projects, 80% is made available to the Subregional Share. Those estimates are then further proportionally targeted for planning purposes to each county transportation forum to ultimately recommend projects back to the DRCOG Board. The percentage is configured by averaging three factors, all equally weighted, as compared to the regional total, and include:

- Population (source: 2024 Colorado Department of Local Affairs).
- Employment (source: 2024 Colorado Department of Local Affairs).
- Vehicle miles traveled (source: 2025 base year from the DRCOG 2025 travel model run for the 2050 RTP).

The following table outlines the following:

- Existing targets, last updated for the Fiscal Year 2020-2023 TIP.
- A hypothetical scenario showing updated targets for the Fiscal Year 2029-2032 TIP if the MPO boundary was not adjusted to include both Gilpin and Clear Creek Counties, and the associated net change from existing.
- Updated targets for the entire MPO, including both Gilpin and Clear Creek for the Fiscal Year 2029-2032 TIP, and the net change from existing.

Attachment 1 provides further details.



County	Existing	Updated without Expanded MPO	Net Change from Existing	Updated with Expanded MPO	Net Change from Existing
Adams	15.44%	15.81%	.37%	15.63%	.19%
Arapahoe	18.61%	18.17%	-.44%	18.00%	-.61%
Boulder	9.92%	9.64%	-.28%	9.55%	-.37%
Broomfield	2.44%	2.53%	.09%	2.50%	.06%
Denver	24.22%	24.32%	.10%	24.09%	-.13%
Douglas	10.37%	11.04%	.67%	10.91%	.54%
Jefferson	16.50%	15.75%	-.75%	15.59%	-.91%
SW Weld	2.50%	2.73%	.23%	2.70%	.20%
Clear Creek	N/A	N/A	N/A	0.84%	.84%
Gilpin	N/A	N/A	N/A	0.19%	.19%

Other Subregional Share items

Other adjustments to the Subregional Share are also being proposed, including:

- Project eligibility table. Similar to the Regional Share, if a project is listed in the fiscally constrained 2050 Regional Transportation Plan, it must abide by the following:
 - Projects in the closest air quality staging periods to the years in the TIP (2025-2029 and 2030-2034) are eligible for any project phase: pre-construction and construction.
 - If a project is listed in the last two air quality staging periods (2035-2039 or 2040-2050), then that project is only eligible for pre-construction activities.
- In the Subregional Share, each county transportation forum scores, discusses and recommends projects back to DRCOG to be considered for funding. Each forum can also request DRCOG staff to assist with scoring but are limited by current policy language as to the maximum number of applications staff will assist with from each forum. The maximum staff can assist with was originally included within the policy to ensure staff were not overburdened with scoring too many applications during a short time. Over the last few TIP cycles, staff have not been asked to assist in scoring more than a few times, therefore, staff is proposing this scoring assistance maximum be removed from policy.

Regional Share application funding requests

In the Regional Share, any single funding request for DRCOG-allocated funds must be between a minimum of \$100,000, up to a maximum of \$20 million.



Historically, the minimum is set to ensure smaller communities were not put at a disadvantage. While there are valid reasons as to why this should be increased, staff are recommending leaving the \$100,000 minimum in place.

The maximum request is set at \$20 million, which historically is approximately one-third to one-fourth of the available funds in any one Regional Share call for projects, to ensure one project application does not monopolize the funding available. Staff request feedback from TAC members if \$20 million is still an appropriate maximum amount any one application can request.

Action by others

None.

Previous discussion/action

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

[February 12, 2026](#) – TIP Subcommittee.

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

[March 12, 2026](#) – TIP Subcommittee.

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

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

[May 18, 2026](#) – Transportation Advisory Committee.

[July 27, 2026](#) - Transportation Advisory Committee

[August 13, 2026](#) – TIP Subcommittee.

[September 10, 2026](#) - TIP Subcommittee.

Recommendation

None.

Attachment(s)

1. Staff presentation.
2. Subregional Share funding target details.

For more information

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

