



# Annual listing of obligated projects

## Fiscal year 2025

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## Abstract

**Title:** Fiscal year 2025 annual listing of obligated projects

**Author:** Denver Regional Council of Governments

**Subject:** Listing of all project funding obligations in the Denver region from October 1, 2024, to September 30, 2025

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**Abstract:** This document lists all federal transportation funding obligated within the Denver region for the period October 1, 2024, through September 30, 2025 (federal fiscal year 2025).



## **Purpose of this report**

The federal metropolitan transportation planning statute requires metropolitan planning organizations to work cooperatively with their relevant state and public transportation operator to develop a listing of projects for which federal transportation funds were obligated each federal fiscal year.

The Federal Highway Administration defines obligation as the federal government's legal commitment (or promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs. Thus, an obligated project is one that the federal government has approved for reimbursement, though not necessarily reimbursed yet. Obligation does not necessarily mean that a project was initiated or completed during this year. The amount of funding obligated each year may also not be the same as the final project cost.

This report lists all federally funded transportation funding in the Denver region that was obligated in federal fiscal year 2025 (October 1, 2024, to September 30, 2025), as required in statute.

## **Background**

### **Denver Regional Council of Governments**

The Denver Regional Council of Governments, known as DRCOG, is an association of 59 local governments committed to protecting and enhancing the quality of life in the Denver, Colorado metropolitan area. DRCOG serves several functions for the region, including as a federally designated metropolitan planning organization. In this capacity, the council coordinates regional transportation planning to address important regional needs in Broomfield, Denver, Douglas and Jefferson counties, and portions of Adams, Arapahoe, Boulder and Weld counties.

### **Transportation Improvement Program**

The Transportation Improvement Program, known as the TIP, is the adopted list of surface transportation projects and studies scheduled to receive federal or state transportation funds over a four-year period. Once a project is listed in the TIP, project sponsors work with the Colorado Department of Transportation, known as CDOT, the Regional Transportation District, known as RTD, or other contracting agencies to initiate their project and receive federal authorization (and obligation of federal funds). Sponsors may then begin work on their project and receive reimbursements of the federal share of costs.

The TIP covering federal fiscal year 2025 is the 2024-2027 TIP which was adopted on August 16, 2023, and has been amended regularly since adoption and has since been



superseded by the 2026-2029 TIP, adopted on April 16, 2025. Some of the projects in this obligation report are from previous TIPs.

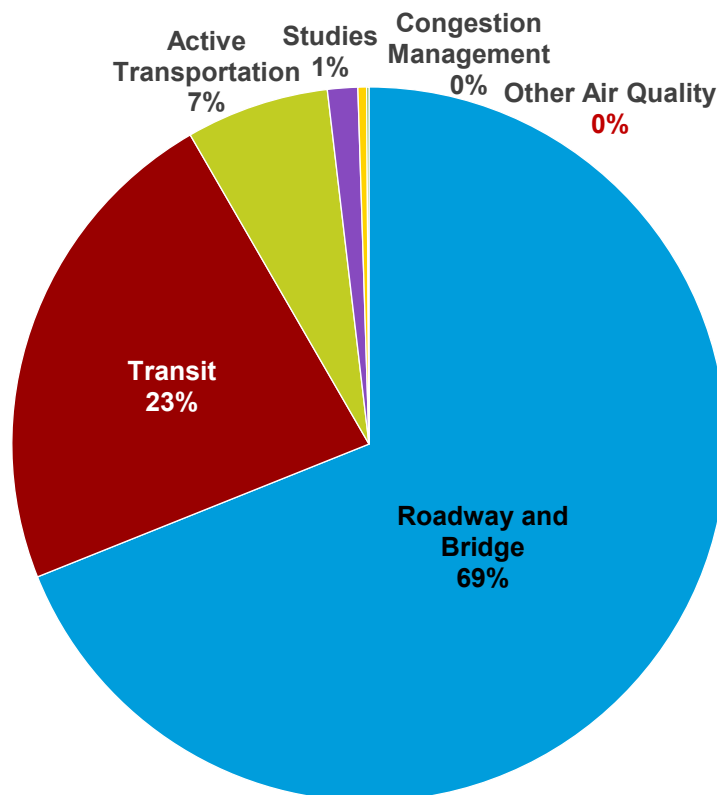
## Summary of obligated projects

A net total of \$380.8 million was obligated in federal fiscal year 2025 on 88 transportation projects. Some statistics regarding these obligations include:

- \$263.1 million (69.1%) for roadway and bridge projects.
- \$86.7 million (22.8%) for transit projects.
- \$24.7 million (6.5%) for stand-alone active transportation projects (does not include active transportation elements of other projects)
- \$5.2 million (1.4%) for studies.
- \$1.5 million (0.4%) for congestion management projects.
- -\$0.4 million (-0.1%), representing a total deobligation, for other air quality projects.

Figure 1 illustrates these percentages.

**Figure 1: Fiscal year 2025 federal obligations summarized by project type.**



# Obligation report

Obligations are listed in Table 1, organized by project sponsor. Table 1 includes nine columns of information.

- **Sponsor** – lists the agency that is financially responsible for the project.
- **Project name** – provides a brief description of the project.
- **Project number** – is a unique number given to each project selected for inclusion in DRCOG's TIP.
- **Funding type** – identifies the program that funds the project.
- **Obligation** – is the sum of all the obligations that occurred for that project in this identified fiscal year only.
- **Active transportation** – indicates if active transportation infrastructure is part of the project.
- **Total cost** – lists the total project cost for the lifecycle of the project.
- **Federal funds** – lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active (may or may not be the currently adopted TIP).
- **Federal funds remaining** – lists the programmed federal transportation funds that are remaining for the project.

The Total cost column includes local and state funds as part of the total overall project cost, and these are not broken out by funding type. The federal funds in this report include a range of funding types.

- **Bridge On-System and Off-System** funds are for the replacement, rehabilitation and widening of any public bridge, either on the state highway system or on locally maintained roadways.
- **Carbon Reduction Program** funds projects that reduce transportation-related carbon dioxide emissions.
- **Congestion Mitigation/Air Quality** can fund projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide and particulate matter.
- **Congressional Allocation** funds are allocated by Congress for projects of priority to particular Congress members. Some allocations may be made specifically for transit projects.
- **Highway Safety Improvement Program** funds improvements which reduce fatalities and serious injuries.
- **INFRA**, also known as the Nationally Significant Multimodal Freight and Highway Projects Program, funds projects of national or regional significance which improve the safety, efficiency and reliability of the movement of freight and people.



- **National Highway Freight Program** funds improve the efficient movement of freight on the National Highway Freight Network.
- **National Highway Performance Program** funds improvements to the condition and performance of the National Highway System to help ensure progress toward achieving federal performance targets.
- **Reconnecting Communities and Neighborhoods** funds community-centered projects which repair harm caused by past transportation infrastructure decisions.
- **Section 5337** supports maintenance, replacement and rehabilitation of high-intensity fixed guideway and motorbus systems to maintain a state of good repair.
- **Section 5339** funds the replacement, rehabilitation and purchase of buses and related equipment and construction of bus facilities.
- **Surface Transportation Block Grant** is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadways, new interchanges, interchange reconstruction, active transportation improvements and studies.
- **Transportation Alternatives** primarily funds active transportation projects. Both DRCOG and CDOT distribute this funding type.
- **Wildlife Crossings Pilot Program** is a discretionary grant aiming to reduce wildlife vehicle collisions by providing safe wildlife crossings of roadways.

This report also contains deobligations, depicted as negative numbers. Deobligation occurs when the obligation is returned to the federal government. Deobligation occurs for several reasons.

- Bids came in lower than expected. After the project bid is accepted, the remaining obligated funds are returned and shown as a deobligation.
- Advanced construction projects (where the sponsor first pays the cost with non-federal funding and is reimbursed later) often result in a deobligation because first the project must be obligated to authorize work to begin and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.
- A project or project phase is closed out, deobligating any remaining funding. Project closeouts can sometimes take place many years after the project was completed.

This report also identifies which projects contain active transportation infrastructure components. In some cases, this is an active transportation-only project (reflected in Figure 1). However, in most circumstances, the active transportation components are part of a larger project. Since deobligations are not current “investments,” their active transportation applicability is noted as “No.”



Descriptions of the projects that are contained in this report can be found within the TIP documents or by using the TRIPS searchable online database of transportation projects in the Denver region. This report is based on records obtained from CDOT and RTD, as DRCOG does not directly participate in the obligation process.





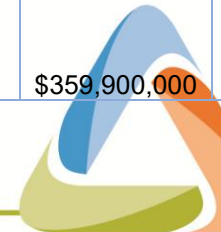


**Table 1. Fiscal year 2025 obligations of federal funds**

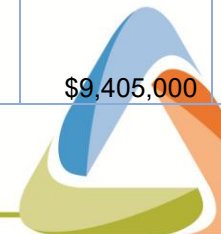
| Sponsor         | Project name                                                                     | Project number | Funding type                        | Obligation  | Active transportation | Total cost  | Federal funds | Federal funds remaining |
|-----------------|----------------------------------------------------------------------------------|----------------|-------------------------------------|-------------|-----------------------|-------------|---------------|-------------------------|
| Adams County    | Adams County Comprehensive Safety Action Plan                                    | 2024-012       | Surface Transportation Block Grant  | \$1,600,000 | No                    | \$2,000,000 | \$1,600,000   | \$0                     |
| Arapahoe County | Arapahoe County Transit and Micromobility Study                                  | 2022-055       | Surface Transportation Block Grant  | \$268,646   | No                    | \$537,000   | \$483,000     | \$214,354               |
| Arapahoe County | Dry Creek Operational Improvements: I25 to Inverness Dr East                     | 2020-057       | Congestion Mitigation / Air Quality | \$3,451,089 | No                    | \$5,140,000 | \$3,451,089   | \$0                     |
| Arapahoe County | High Line Canal Trail Underpass at Broadway - Precon                             | 2022-054       | Surface Transportation Block Grant  | \$20,587    | Yes                   | \$5,154,000 | \$3,519,000   | \$3,498,413             |
| Arapahoe County | Inverness Dr West Bicycle and Pedestrian Facilities: Fulton to Inverness Dr East | 2020-011       | Congestion Mitigation / Air Quality | \$4,353,000 | Yes                   | \$5,922,000 | \$4,353,000   | \$0                     |
| Aurora          | Nine Mile Station Bicycle and Pedestrian Bridge over Parker Rd.                  | 2020-010       | Surface Transportation Block Grant  | \$72,000    | Yes                   | \$8,463,000 | \$5,916,000   | \$5,844,000             |
| Aurora          | Peoria St Bridge Replacement: Over Sand Creek - Precon                           | 2024-001       | Surface Transportation Block Grant  | \$1,800,000 | Yes                   | \$3,000,000 | \$1,800,000   | \$0                     |
| Boulder         | 19th St Multimodal Improvements: Norwood to Sumac                                | 2016-084       | Transportation Alternatives         | \$861,200   | Yes                   | \$890,000   | \$861,200     | \$0                     |

| Sponsor      | Project name                                                              | Project number | Funding type                        | Obligation  | Active transportation | Total cost   | Federal funds | Federal funds remaining |
|--------------|---------------------------------------------------------------------------|----------------|-------------------------------------|-------------|-----------------------|--------------|---------------|-------------------------|
| Boulder      | 30th St Corridor Improvements: Boulder Creek to Arapahoe                  | 2022-008       | Surface Transportation Block Grant  | \$4,290,494 | Yes                   | \$7,175,000  | \$4,880,000   | \$589,506               |
| Boulder      | Arapahoe Ave Multimodal Improvements: 28th to Foothills - Precon          | 2022-082       | Congestion Mitigation / Air Quality | \$1,434,486 | Yes                   | \$2,967,000  | \$2,797,000   | \$1,362,514             |
| Boulder      | CO93/Table Mesa and Regent Intersection Improvements                      | 2022-063       | Congestion Mitigation / Air Quality | \$286,200   | No                    | \$4,600,000  | \$930,000     | \$643,800               |
| Boulder      | Folsom Multimodal Study: Pine to Colorado                                 | 2024-027       | Congestion Mitigation / Air Quality | \$1,000,000 | No                    | \$1,450,000  | \$1,000,000   | \$0                     |
| Broomfield   | Airport Creek Trail Underpass at BNSF                                     | 2022-038       | Congestion Mitigation / Air Quality | \$281,280   | Yes                   | \$5,063,000  | \$1,519,000   | \$1,237,720             |
| Broomfield   | Broomfield Transit Needs Assessment & Pilot Project                       | 2020-072       | Surface Transportation Block Grant  | \$319,968   | No                    | \$800,000    | \$840,000     | \$520,032               |
| Broomfield   | CO7 Corridor Multimodal Improvements: Foothills Pkwy to Brighton - Precon | 2020-007       | Congestion Mitigation / Air Quality | \$1,816,373 | Yes                   | \$17,408,000 | \$10,280,000  | \$8,463,627             |
| Castle Pines | I25/Castle Pines Pkwy Bike/Ped Overpass                                   | 2022-067       | Congestion Mitigation / Air Quality | -\$275,839  | No                    | \$0          | \$0           | \$0                     |
| Castle Pines | I25/Happy Canyon Interchange - Precon                                     | 2022-023       | Surface Transportation Block Grant  | \$1,942,579 | No                    | \$5,562,000  | \$3,400,000   | \$1,457,421             |

| Sponsor       | Project name                                                      | Project number | Funding type                               | Obligation   | Active transportation | Total cost    | Federal funds | Federal funds remaining |
|---------------|-------------------------------------------------------------------|----------------|--------------------------------------------|--------------|-----------------------|---------------|---------------|-------------------------|
| Castle Rock   | CO86/5th and Founders/Ridge Intersection Operational Improvements | 2020-051       | Congestion Mitigation / Air Quality        | -\$76,835    | No                    | \$6,500,000   | \$4,225,000   | \$4,225,000             |
| Castle Rock   | I25/Crystal Valley New Interchange                                | 2020-097       | Surface Transportation Block Grant         | \$8,931,000  | Yes                   | \$98,000,000  | \$14,331,000  | \$5,400,000             |
| CDOT          | Safe Routes to School Pool                                        | 2007-144       | Transportation Alternatives                | \$264,902    | Yes                   | \$11,226,000  | \$5,813,000   | \$5,548,098             |
| CDOT Region 1 | Equitably Restoring Colfax and Federal Mobility and Land Use      | 2024-108       | Reconnecting Communities and Neighborhoods | \$2,000,000  | No                    | \$2,400,000   | \$2,000,000   | \$0                     |
| CDOT Region 1 | I-70/Kipling Interchange - Preconstruction Activities             | 2012-062       | National Highway Performance Program       | \$650,652    | No                    | \$5,600,000   | \$650,652     | \$0                     |
| CDOT Region 1 | I25 Capacity Improvements: Castle Rock to El Paso County Line     | 2018-014       | National Highway Freight Program           | -\$446,033   | No                    | \$356,200,000 | \$76,150,000  | \$76,150,000            |
| CDOT Region 1 | I25 Chain Down Station: Larkspur                                  | 2022-029       | National Highway Freight Program           | \$3,264,432  | No                    | \$5,000,000   | \$5,000,000   | \$1,735,568             |
| CDOT Region 1 | I25 Greenland Wildlife Overpass                                   | 2024-094       | Wildlife Crossings Pilot Program           | -\$6,677,718 | No                    | \$30,750,000  | \$22,000,000  | \$22,000,000            |
| CDOT Region 1 | I270 Corridor Improvements: I70 to I25                            | 2020-068       | National Highway Performance Program       | \$4,784,333  | No                    | \$359,900,000 | \$6,600,000   | \$1,815,667             |



| Sponsor       | Project name                                      | Project number | Funding type                         | Obligation   | Active transportation | Total cost    | Federal funds | Federal funds remaining |
|---------------|---------------------------------------------------|----------------|--------------------------------------|--------------|-----------------------|---------------|---------------|-------------------------|
| CDOT Region 1 | I70 Floyd Hill Improvements: JC65 to Genesee Park | 2022-020       | INFRA                                | \$94,663,272 | No                    | \$117,300,000 | \$100,000,000 | \$5,336,728             |
| CDOT Region 1 | I70 Region 1 Noise Walls                          | 2020-098       | National Highway Performance Program | \$2,568,572  | No                    | \$35,800,000  | \$9,700,000   | \$7,131,428             |
| CDOT Region 1 | Region 1 Bridge Off-System Pool                   | 2007-079       | Bridge Off-System                    | \$279,911    | No                    | \$8,518,000   | \$3,910,000   | \$3,630,089             |
| CDOT Region 1 | Region 1 Bridge On-System Pool                    | 2007-078       | Bridge On-System                     | \$6,752,918  | No                    | \$34,087,000  | \$144,140,000 | \$137,387,082           |
| CDOT Region 1 | Region 1 Congressionally Directed Funding Pool    | 2022-028       | Congressional Allocation             | \$5,320,000  | Yes                   | \$8,136,000   | \$8,297,000   | \$2,977,000             |
| CDOT Region 1 | Region 1 FASTER Pool                              | 2008-076       | National Highway Performance Program | \$38,874,499 | No                    | \$54,259,000  | \$54,249,000  | \$15,374,501            |
| CDOT Region 1 | Region 1 Hazard Elimination Pool                  | 2007-073       | Highway Safety Improvement Program   | \$2,045,891  | No                    | \$45,850,000  | \$5,071,000   | \$3,025,109             |
| CDOT Region 1 | Region 1 Hot Spot Pool                            | 2007-074       | Surface Transportation Block Grant   | \$211,966    | No                    | \$1,732,000   | \$211,966     | \$0                     |
| CDOT Region 1 | Region 1 Mobility Hub Pool                        | 2020-100       | Carbon Reduction Program             | \$2,100,322  | No                    | \$17,070,000  | \$2,100,322   | \$0                     |
| CDOT Region 1 | Region 1 Permanent Water Quality Pool             | 2018-011       | National Highway Performance Program | \$496,457    | No                    | \$9,405,000   | \$496,457     | \$0                     |



| Sponsor       | Project name                                    | Project number | Funding type                         | Obligation   | Active transportation | Total cost    | Federal funds | Federal funds remaining |
|---------------|-------------------------------------------------|----------------|--------------------------------------|--------------|-----------------------|---------------|---------------|-------------------------|
| CDOT Region 1 | Region 1 RPP Pool                               | 2016-057       | National Highway Performance Program | -\$397,091   | No                    | \$71,864,000  | \$0           | \$0                     |
| CDOT Region 1 | Region 1 Surface Treatment Pool                 | 2007-096       | National Highway Performance Program | \$53,938,452 | No                    | \$224,050,000 | \$162,929,000 | \$108,990,548           |
| CDOT Region 1 | Region 1 Traffic Signal Pool                    | 2007-075       | National Highway Performance Program | -\$272,015   | No                    | \$12,760,000  | \$0           | \$0                     |
| CDOT Region 1 | Region 1 Transportation Alternatives (TA) Pool  | 2018-002       | Transportation Alternatives          | \$554,620    | Yes                   | \$22,974,000  | \$17,903,000  | \$17,348,380            |
| CDOT Region 1 | Region 1 Vision Zero Pool                       | 2022-079       | Surface Transportation Block Grant   | -\$6,678     | No                    | \$15,000,000  | \$0           | \$0                     |
| CDOT Region 1 | Safer Main Streets Pool                         | 2020-087       | Surface Transportation Block Grant   | \$4,785,567  | No                    | \$83,394,000  | \$26,500,000  | \$21,714,433            |
| CDOT Region 1 | US6/Wadsworth Interchange Reconstruction        | 2005-072       | National Highway Performance Program | \$1,669,601  | No                    | \$210,970,000 | \$20,000,000  | \$18,330,399            |
| CDOT Region 1 | US85 Widening: Cook Ranch to Meadows            | 2001-154       | National Highway Performance Program | -\$492,788   | No                    | \$132,002,000 | \$18,906,000  | \$18,906,000            |
| CDOT Region 1 | Vasquez and BNSF Early Warning Detection System | 2024-100       | National Highway Freight Program     | \$157,364    | No                    | \$1,200,000   | \$1,200,000   | \$1,042,636             |

| Sponsor       | Project name                                   | Project number | Funding type                         | Obligation   | Active transportation | Total cost   | Federal funds | Federal funds remaining |
|---------------|------------------------------------------------|----------------|--------------------------------------|--------------|-----------------------|--------------|---------------|-------------------------|
| CDOT Region 1 | Vasquez Operational Improvements: 52nd to 64th | 2018-009       | Congressional Allocation             | \$3,300,510  | No                    | \$35,392,000 | \$16,750,000  | \$13,449,490            |
| CDOT Region 4 | Region 4 Bridge Off-System Pool                | 2008-028       | Surface Transportation Block Grant   | \$976,597    | No                    | \$11,994,000 | \$9,994,000   | \$9,017,403             |
| CDOT Region 4 | Region 4 Bridge On-System Pool                 | 2007-133       | Bridge On-System                     | -\$53,900    | No                    | \$738,000    | \$27,844,000  | \$27,844,000            |
| CDOT Region 4 | Region 4 Hazard Elimination Pool               | 2007-094       | Highway Safety Improvement Program   | \$985,220    | No                    | \$15,100,000 | \$3,100,000   | \$2,114,780             |
| CDOT Region 4 | Region 4 Hot Spot Pool                         | 2007-092       | National Highway Performance Program | \$29,999     | No                    | \$655,000    | \$55,000      | \$25,001                |
| CDOT Region 4 | Region 4 Non-Regionally Significant RPP Pool   | 2012-121       | National Highway Performance Program | \$25,000     | No                    | \$6,392,000  | \$25,000      | \$0                     |
| CDOT Region 4 | Region 4 Surface Treatment Pool                | 2007-095       | National Highway Performance Program | \$11,888,688 | No                    | \$70,660,000 | \$47,149,000  | \$35,260,312            |
| Commerce City | 64th Corridor Study: CO2 to Quebec             | 2022-048       | Carbon Reduction Program             | \$76,000     | No                    | \$250,000    | \$138,000     | \$62,000                |
| Commerce City | 88th NEPA Study: I76 to CO2                    | 2016-079       | Surface Transportation Block Grant   | -\$948,789   | No                    | \$250,000    | \$150,000     | \$150,000               |



| Sponsor        | Project name                                                                              | Project number | Funding type                         | Obligation   | Active transportation | Total cost    | Federal funds | Federal funds remaining |
|----------------|-------------------------------------------------------------------------------------------|----------------|--------------------------------------|--------------|-----------------------|---------------|---------------|-------------------------|
| Denver         | Buchtel Complete Street/Evans Intersection Improvements: University to Colorado           | 2022-035       | Congestion Mitigation / Air Quality  | \$71,776     | Yes                   | \$24,240,000  | \$9,680,000   | \$9,608,224             |
| Denver         | Federal Blvd Transit Improvements: Floyd to 54th                                          | 2020-049       | Surface Transportation Block Grant   | -\$98,057    | No                    | \$1,157,000   | \$3,000,000   | \$3,000,000             |
| Denver         | I25/Broadway Station Interchange Improvements                                             | 2016-021       | Surface Transportation Block Grant   | \$18,951,352 | No                    | \$89,922,000  | \$39,440,000  | \$20,488,648            |
| Denver         | South Platte Greenway Access Sidewalk Improvements: Iowa Ave RR Underpass and Santa Fe Dr | 2016-077       | Congestion Mitigation / Air Quality  | -\$12,661    | Yes                   | \$3,400,000   | \$1,178,000   | \$1,178,000             |
| Denver         | South Platte River Trail Improvements: West Virginia to W Bayaud                          | 2022-012       | Surface Transportation Block Grant   | \$4,461,672  | Yes                   | \$10,467,000  | \$6,405,000   | \$1,943,328             |
| Denver         | US- 85: C- 470 to Castle Rock (I-25)                                                      | 2001-154       | National Highway Performance Program | -\$492,788   | No                    | \$132,002,000 | \$18,906,000  | \$18,906,000            |
| Douglas County | US 85: Highlands Ranch Pkwy. to County Line Rd. Capacity Improvements                     | 2016-042       | Surface Transportation Block Grant   | \$3,150,000  | No                    | \$60,000,000  | \$26,273,000  | \$23,123,000            |

| Sponsor   | Project name                                                | Project number | Funding type                        | Obligation   | Active transportation | Total cost   | Federal funds | Federal funds remaining |
|-----------|-------------------------------------------------------------|----------------|-------------------------------------|--------------|-----------------------|--------------|---------------|-------------------------|
| DRCOG     | Community Mobility Planning and Implementation Set-Aside    | 2020-077       | Surface Transportation Block Grant  | \$1,736,326  | No                    | \$7,310,000  | \$5,773,000   | \$4,036,674             |
| DRCOG     | DRCOG Transportation Corridor Planning Set Aside            | 2024-002       | Surface Transportation Block Grant  | \$1,500,000  | No                    | \$1,500,000  | \$1,500,000   | \$0                     |
| DRCOG     | Regional TDM Set-Aside: TMA Partnerships                    | 1999-097       | Surface Transportation Block Grant  | \$1,044,836  | No                    | \$4,425,000  | \$24,631,000  | \$23,586,164            |
| DRCOG     | Regional Transportation Operations and Technology Set-Aside | 2016-004       | Congestion Mitigation / Air Quality | -\$296,811   | No                    | \$30,195,000 | \$58,577,000  | \$58,577,000            |
| DRCOG     | Way to Go: Regional TDM Program                             | 2012-064       | Congestion Mitigation / Air Quality | \$775,313    | No                    | \$10,124,000 | \$30,185,000  | \$29,409,687            |
| Englewood | Hampden Complete Streets: Broadway to Lafayette             | 2022-059       | Transportation Alternatives-DRCOG   | \$750,385    | Yes                   | \$9,125,000  | \$4,015,000   | \$3,264,615             |
| Englewood | US285 Congestion Management Study: Lowell/Knox to I25       | 2020-078       | Surface Transportation Block Grant  | -\$241,843   | No                    | \$1,600,000  | \$4,015,000   | \$4,015,000             |
| Englewood | US285/Broadway Operational Improvements                     | 2020-059       | Surface Transportation Block Grant  | -\$6,080,000 | No                    | \$7,651,000  | \$7,600,000   | \$7,600,000             |
| Erie      | Erie FlexRide                                               | 2024-037       | Congestion Mitigation / Air Quality | \$250,000    | No                    | \$1,200,000  | \$480,000     | \$230,000               |





| Sponsor   | Project name                                          | Project number | Funding type                        | Obligation   | Active transportation | Total cost   | Federal funds | Federal funds remaining |
|-----------|-------------------------------------------------------|----------------|-------------------------------------|--------------|-----------------------|--------------|---------------|-------------------------|
| Frederick | WCR13/WCR20 Intersection Operational Improvements     | 2024-033       | Surface Transportation Block Grant  | \$187,000    | No                    | \$2,576,000  | \$2,059,000   | \$1,872,000             |
| Golden    | Golden Free Transit Program                           | 2024-050       | Congestion Mitigation / Air Quality | \$334,000    | No                    | \$1,300,000  | \$1,000,000   | \$666,000               |
| Longmont  | Coffman Busway: 1st to 9th                            | 2020-083       | Surface Transportation Block Grant  | \$5,938,317  | No                    | \$8,150,000  | \$6,520,000   | \$581,683               |
| Longmont  | Longmont Main/21st Bike/Ped Improvements - Precon     | 2022-065       | Congestion Mitigation / Air Quality | \$399,000    | Yes                   | \$805,000    | \$399,000     | \$0                     |
| Lyons     | St Vrain Trail Extension: CO66 from McConnell to US36 | 2022-013       | Congressional Allocation            | \$1,315,102  | Yes                   | \$2,166,000  | \$1,848,000   | \$532,898               |
| Mead      | Mead Trails & Open Space Master Plan Update           | 2024-030       | Congestion Mitigation / Air Quality | \$225,000    | No                    | \$325,000    | \$225,000     | \$0                     |
| Parker    | Parker Rd Operational Improvements: Lincoln to Pine   | 2020-063       | Congestion Mitigation / Air Quality | \$1,358,935  | No                    | \$4,000,000  | \$1,400,000   | \$41,065                |
| RAQC      | Advanced Fleet Technology Project                     | 2012-012       | Congestion Mitigation / Air Quality | -\$1,640,115 | No                    | \$7,652,000  | \$3,871,000   | \$3,871,000             |
| RAQC      | Air Quality Improvements Set-Aside                    | 2016-002       | Congestion Mitigation / Air Quality | \$878,609    | No                    | \$11,499,000 | \$22,310,000  | \$21,431,391            |



| Sponsor     | Project name                                                                    | Project number | Funding type                        | Obligation   | Active transportation | Total cost    | Federal funds | Federal funds remaining |
|-------------|---------------------------------------------------------------------------------|----------------|-------------------------------------|--------------|-----------------------|---------------|---------------|-------------------------|
| RAQC        | Ozone State Implementation Plan (SIP) Modeling                                  | 2016-058       | Surface Transportation Block Grant  | \$360,000    | No                    | \$900,000     | \$1,920,000   | \$1,560,000             |
| RTD         | Central Corridor Rail Replacement: I25/Broadway Station to 30th/Downing Station | 2022-078       | Congressional Allocation-Transit    | \$4,850,000  | No                    | \$5,063,000   | \$4,850,000   | \$0                     |
| RTD         | RTD Capital Improvements: Bus and Facilities Funding                            | 2012-108       | Section 5339                        | \$2,120,000  | No                    | \$50,213,000  | \$99,625,000  | \$97,505,000            |
| RTD         | State of Good Repair                                                            | 1999-052       | Section 5337                        | \$70,085,032 | No                    | \$238,833,000 | \$341,044,000 | \$270,958,968           |
| Thornton    | 104th Widening: Colorado to US85 - Precon                                       | 2020-033       | Surface Transportation Block Grant  | \$1,200,000  | No                    | \$5,750,000   | \$4,225,000   | \$3,025,000             |
| Thornton    | 124th Multimodal Improvements: Claude to Colorado                               | 2024-015       | Congestion Mitigation / Air Quality | \$700,421    | Yes                   | \$6,327,000   | \$2,532,000   | \$1,831,579             |
| Thornton    | Thornton Travel Time Monitoring Expansion                                       | 2024-081       | Surface Transportation Block Grant  | \$89,512     | No                    | \$126,000     | \$101,000     | \$11,488                |
| Westminster | Westminster Quiet Zones: BNSF Railway and Lowell, W 72nd, and Bradburn          | 2018-013       | Surface Transportation Block Grant  | \$800,000    | No                    | \$1,455,000   | \$800,000     | \$0                     |
| Wheat Ridge | Wadsworth Shared-Use Path: 32nd to 35th                                         | 2022-041       | Congestion Mitigation / Air Quality | \$400,000    | Yes                   | \$7,500,000   | \$2,750,000   | \$2,350,000             |

