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**AGENDA**  
**REGIONAL TRANSPORTATION COMMITTEE**  
**Tuesday, March 17, 2015**  
**8:30 a.m.**  
**1290 Broadway**  
**Independence Pass Board Room**

1. Call to Order
2. Public Comment
3. February 17, 2015 Meeting Summary  
(Attachment A)

**ACTION ITEMS**

4. **Move to recommend to the Board of Directors allocations to local operating agencies for purchase of traffic signal system equipment with Fiscal Year 2015 Traffic Signal System Improvement Program (TSSIP) contingency/ miscellaneous funds.**  
(Attachment B)  
Greg MacKinnon
5. **Move to concur with the Board of Directors' approval of an amendment to the 2012-2017 TIP Policy and 2016-2021 TIP Policy related to delayed projects.**  
(Attachment C)  
Douglas Rex
6. **Move to recommend to the Board of Directors the March 2015 amendments to the 2012-2017 Transportation Improvement Program (TIP).**  
(Attachment D)  
Todd Cottrell

**INFORMATIONAL ITEM**

7. Briefing on FY 2014 Annual Listing of Federally Obligated Projects (ALOP)  
(Attachment E)  
Todd Cottrell

**ADMINISTRATIVE ITEMS**

8. Member Comment/Other Matters
9. Next Meeting – April 14, 2015
10. Adjournment

Disabled attendees are asked to notify DRCOG at least 48 hours in advance of the need for auxiliary aids or services

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# ATTACHMENT A

## MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE Tuesday, February 17, 2015

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### MEMBERS PRESENT:

Shannon Gifford	Colorado Department of Transportation
Tony DeVito (Alternate)	Colorado Department of Transportation
Debra Perkins-Smith (Alternate)	Colorado Department of Transportation
Jackie Millet (Chair)	Denver Regional Council of Governments
Jennifer Schaufele	Denver Regional Council of Governments
Elise Jones (Vice Chair)	Denver Regional Council of Governments
Robin Kniech	Denver Regional Council of Governments
Ron Rakowsky	Denver Regional Council of Governments
Bill Van Meter (Alternate)	Regional Transportation District
Tina Francone	Regional Transportation District
Claudia Folska	Regional Transportation District
Jeff Kullman	Other Business Interests
Ken Lloyd	Other, Environmental Interests

### ALTERNATES PRESENT:

Sue Horn (Alternate)	Denver Regional Council of Governments
Herb Atchison (Alternate)	Denver Regional Council of Governments
Lorraine Anderson (Alternate)	Regional Transportation District

### OTHERS PRESENT:

James Anderson, citizen; Brett Johnson, Rebecca White, CDOT-Government Relations; Eugene Howard, Douglas County; Darcy Wilson, RTD-CAC; Tricia Stevens, US House of Representatives, Office of Congresswoman DeGette

DRCOG Staff: Doug Rex, Steve Cook, Jacob Riger, Todd Cottrell, Mark Northrop, Casey Collins

### Call to Order

Chair Jackie Millet called the meeting to order at 8:33 a.m.

The following changes to Regional Transportation District membership on the RTC were noted:

- New member: Tina Francone
- Change from Alternate to Member: Tom Tobiassen
- New Alternates: Ernest Archuleta, Lorraine Anderson
- Leaving the RTC: Gary Lasater, Chuck Sisk, Angie Malpiede

### Public Comment

There was no public comment.

### Summary of January 6, 2015 Meeting

The summary was accepted as written.

## ACTION ITEMS

### **Move to recommend to the Board of Directors the 2040 Fiscally Constrained Regional Transportation Plan and the associated DRCOG CO and PM-10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination.**

Steve Cook presented the final draft *Fiscally Constrained 2040 RTP* (2040 RTP). Fiscally constrained revenues projected over this 25-year period are about \$106 billion, while 'vision' needs estimates are about \$158 billion. The 2040 RTP passed pollutant emission tests for regional air quality conformity.

A public hearing was held at the January 21, 2015 Board meeting. Oral testimony and written comments were received from 15 speakers opposing the I-70 East project as proposed in the Supplemental Draft Environmental Impact Statement. A few technical staff comments were received (not related to public comment/hearing). The City and County of Denver and CDOT have provided letters of support for the I-70 East project.

The Board is scheduled to adopt the document on February 18. In mid-2015, the *Fiscally Constrained 2040 RTP* plan will be integrated into the *2040 Metro Vision Regional Transportation Plan*, which will be integrated into the *Metro Vision 2040*.

Ron Rakowsky MOVED to recommend to the Board of Directors the 2040 *Fiscally Constrained Regional Transportation Plan* and the associated *DRCOG CO and PM-10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination*. Claudia Folska SECONDED the motion and the MOTION PASSED unanimously.

### **Move to recommend to the Board of Directors actions proposed by DRCOG staff regarding 2012-2017 Transportation Improvement Program (TIP) project delays for Fiscal Year 2014.**

Todd Cottrell presented the *TIP Project Delay Report (End of Fiscal Year 2014)* and staff's proposed actions. Twenty-three TIP projects were listed in the report as first-year delayed; 8 projects have since been initiated or gone to ad. The 15 remaining projects were recommended to continue but with conditions, as described in the report. It was noted, per action by the Board at its December 2014 meeting, that the second-year delayed Wheat Ridge Kipling Trail project will continue without additional policy enforcement and, as of last week, the project has gone to ad.

Robin Kniech MOVED to recommend to the Board of Directors actions proposed by DRCOG staff regarding *2012-2017 Transportation Improvement Program (TIP) project delays for Fiscal Year 2014*. Debra Perkins-Smith SECONDED the motion and the MOTION PASSED unanimously.

### **Move to recommend to the Board of Directors amendments to the FY 2014-2015 Unified Planning Work Program (UPWP).**

Mark Northrop presented the amendments to the FY2014-2015 UPWP, as described in the agenda memo, which include updates to financial tables, schedule changes, and wordsmithing.

Debra Perkins-Smith MOVED to recommend to the Board of Directors amendments to the *FY 2014-2015 Unified Planning Work Program (UPWP)*. Lorraine Anderson SECONDED the motion and the MOTION PASSED unanimously.

### Member Comment/Other Matters

Doug Rex said a decision on whether the RTC meeting date will change has not been decided. This matter will be brought to the committee in a few months, in conjunction with a discussion about revisions to the *Prospectus: Transportation Planning in the Denver Region*.

The meeting was adjourned at 8:53 a.m. The next scheduled meeting is March 17, 2015.

## ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Greg MacKinnon, Traffic Operations Program Manager  
303 480-5633 or [gmackinnon@drcog.org](mailto:gmackinnon@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
March 17, 2015	Action	4

### SUBJECT

This action concerns the *Traffic Signal System Improvement Program (TSSIP)* contingency/miscellaneous funds.

### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the recommended allocations to local operating agencies for purchase of traffic signal system equipment with fiscal year 2015 TSSIP contingency/miscellaneous funds.

### ACTION BY OTHERS

[February 23, 2015](#) – TAC recommended approval.

### SUMMARY

The current *Traffic Signal System Improvement Program (TSSIP)*, updated and adopted by DRCOG in September 2013, guides implementation of cost-effective improvements to traffic signal systems. The TSSIP is programmed in the adopted *2012-2017 Transportation Improvement Program (TIP)*.

Each year the TSSIP includes funding for contingencies and miscellaneous equipment purchase. The purpose of this funding is to first ensure that the program's capital improvements are fully funded. After any contingencies are satisfied, the remaining funding is available to purchase needed "miscellaneous" traffic signal equipment. Final cost estimates for the capital improvement projects are complete and about \$781,000 remains for miscellaneous equipment purchases in fiscal year 2015.

On November 6, 2014, the DRCOG Transportation Operations Program solicited requests for traffic signal system equipment applications. Nine operating agencies forwarded projects for consideration by the deadline, totaling about \$850,000. Staff reviewed the project applications according to the eligibility criteria (attached).

On January 28, 2015, staff presented the recommendations to the Regional Transportation Operations (RTO) Working Group for consensus. The RTO Working Group consists of transportation operations staff from the region's agencies and jurisdictions.

Staff recommends the following awards. A detailed description is attached (Table A).

Castle Rock	\$ 188,350
Centennial	\$ 221,800
Denver	\$ 110,112
Douglas County	\$ 56,723
Lakewood	\$ 28,581
Superior	\$ 2,700

The recommendations total \$608,266 of the available funds, the remaining funds will be held for use as contingency funds in fiscal year 2016 RTO Pool.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors allocations to local operating agencies for purchase of traffic signal system equipment with Fiscal Year 2015 *Traffic Signal System Improvement Program* (TSSIP) contingency/ miscellaneous funds.

ATTACHMENTS

1. Selection Criteria and Factors
2. Table A-2015 Miscellaneous Equipment Recommended Projects

ADDITIONAL INFORMATION

If you need additional information, please contact Greg MacKinnon, Traffic Operations Program Manager, at 303 480-5633 or [gmackinnon@drcog.org](mailto:gmackinnon@drcog.org)

# ATTACHMENT 1

## Selection Criteria and Factors

- Whether intersection is eligible:
  - on RTP roadway per the 2035 RTP or in the downtown core as per current TSSIP Update (September 2013)
  - on federal-aid roadways that exceed volume thresholds (25,000 vpd for 4-lane roadways and 15,000 vpd for 2-lane roadways)
- Ability to document benefits in the short-term through corridor retiming:
  - benefits unlikely if retimed since 2011
  - benefits unlikely if average signal spacing  $\geq$  1/2 mile

- Priority of need criteria:

First priority	Equipment purchases to assure proper operation of existing systems.
Second priority	Equipment purchases to extend the reach of system control to new locations on Principal Arterials and above.
Third priority	Equipment purchases to acquire uninterruptible power supplies.
Fourth priority	Equipment purchases to extend the reach of system control to other federal-aid roadways exceeding volume thresholds.
Fifth priority	Equipment purchases to upgrade operations beyond base level signal control and provide improved communications.
Sixth priority	Equipment purchases to enhance/upgrade efficiency of existing systems.
Seventh priority	Funding for operating assistance for new traffic signal system deployments.

## ATTACHMENT 2

### Table A 2015 Miscellaneous Equipment Recommended Projects

Jurisdiction	Location	Qty	Cost	Upgrade/Purchase
<b>Castle Rock</b>	Radio tower location, Castle Rock Service Center	2		Backbone Ethernet radio equipment and supplies
	Wolfensberger master location, 5th Street master location, Meadows Parkway master location, Plum Creek master location	4		Upgraded Ethernet radio equipment and supplies
	Citywide	1		Upgraded traffic signal control system
	Total:		\$188,350	
<b>Centennial</b>	Dry Creek Road, Clarkson Street to Inverness Drive East	16		Upgraded signal controllers with upgraded cabinets and uninterruptible power supplies at select locations
	Total:		\$221,800	
<b>Denver</b>	Tower Road, 43rd Avenue to Pena Boulevard ramps	4		Upgraded signal cabinets and controllers with upgraded communications equipment and uninterruptible power supplies
	Green Valley Ranch Boulevard, Chambers Road to Himalaya Street	4		Upgraded signal cabinets and controllers with upgraded communications equipment and uninterruptible power supplies
	Total:		\$110,112	
<b>Douglas County</b>	Peoria Street, Lincoln Avenue to Teletech	1		About 7000 feet of fiber optic cable, conduit and tracer wire plus fiber optic splicing and termination supplies
	Total:		\$56,723	
<b>Lakewood</b>	Wadsworth Boulevard at: 26th Avenue, 20th Avenue, 2nd Avenue, 1st Avenue, Ohio Avenue, Florida Avenue, and Utah Place	7		Upgraded signal controllers and malfunction management units
	Total:		\$28,581	
<b>Superior</b>	McCaslin Boulevard and Marshall Road	1		Upgraded signal controller
	Total:		\$2,700	
	<b>FY14 Total:</b>		<b>\$608,266</b>	

## ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee  
From: Douglas W. Rex, Director, Transportation Planning and Operations  
303 480-6747 or [drex@drcoq.org](mailto:drex@drcoq.org)

Meeting Date	Agenda Category	Agenda Item #
March 17, 2015	Action	5

### SUBJECT

This item concerns the Board's action to amend TIP Policy related to second-year project delays.

### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends concurrence with the Board's approval of the TIP Policy amendment.

### ACTION BY OTHERS

[February 18, 2015](#) – Board approval  
[December 1, 2014](#) - TAC

### SUMMARY

Current TIP policy establishes that a project programmed in the TIP is officially "delayed" when a phase, as identified during the project submittal and contained within the TIP project descriptions, has not been initiated in the identified funding year. If, at the end of the second year, the sponsor fails to achieve initiation of the delayed phase, the project is automatically deleted from the TIP and the sponsor is required to reimburse all federal funds expended on the project. Furthermore, the action cannot be appealed to the DRCOG Board.

At its November 2014 meeting, the DRCOG Board, in response to a discussion about a Wheat Ridge project that faced the removal of funds, requested staff work with TAC to prepare a recommendation to modify TIP Policy related to second-year project delays. After several months of discussion, the Board approved a TIP Policy amendment (Attachment 1) that will:

- provide project sponsors an opportunity to appeal to the Board;
- allow an opportunity for a variance of TIP policy if a project has unforeseen issues or is close to, but could not meet the deadline;
- remove the requirement for the sponsor of a delayed project to reimburse federal funds spent on the project; and
- enact a consequence for sponsors of projects delayed a second year. Specifically, the Board approved a 20% reduction in the maximum number of applications a sponsor may submit in the next TIP Call for Projects.

### PREVIOUS DISCUSSIONS/ACTIONS

Board: [November 12, 2014](#)  
[December 17, 2014](#)  
[January 21, 2015](#)  
[February 18, 2015](#)

### PROPOSED MOTION

Move to concur with the Board of Directors' approval of an amendment to the 2012-2017 TIP Policy and 2016-2021 TIP Policy related to delayed projects.



**ATTACHMENTS**

1. Proposed amendment to TIP Policy for second-year project delays
2. Current TIP Policy language for project delays

**ADDITIONAL INFORMATION**

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschuafele@drcog.org](mailto:jschuafele@drcog.org); or Douglas W. Rex, Director, Transportation Planning and Operations, at [drex@drcog.org](mailto:drex@drcog.org) or 303 480-6747.

## ATTACHMENT 1

### Proposed amendment to TIP Policy for second-year project delays

February 18, 2015

If, in the following year, the sponsor fails to achieve initiation of the delayed phase by October 15<sup>th</sup>, OR has breached the Board conditions placed upon that delay, the project's federal funding will be automatically suspended. The sponsor may appeal at the next available Board meeting to explain the reasons why the delayed phase has not been initiated. Upon hearing the appeal, the Board has the following options:

1. Deny the request. The sponsor shall stop all future reimbursement payment requests beyond September 30<sup>th</sup>.
2. Allow a variance, if the Board believes good faith efforts and progress has been made by the sponsor to advance the delayed project phase. The sponsor would be granted (on a case-by-case basis) an extension to initiate the delayed phase. If the sponsor is unable to abide by the conditions of the Board variance, the sponsor shall stop all future reimbursement payment requests beyond September 30<sup>th</sup>. The length of the extension shall be no greater than 120 days from October 1<sup>st</sup>.

If the sponsor decides not to appeal to the Board at its next available meeting, the sponsor must return all unspent federal funds allocated to the delayed project. In subsequent contracts with any sponsor that has experienced a deletion of a project due to such delay, RTD or CDOT may include a "termination for performance" clause.

#### Second-Year Delay Consequence

The following consequence will be faced by the sponsor whose project phase was not initiated by October 15<sup>st</sup>, and therefore experiences a second-year delay: reduce by 20 percent the maximum number of applications a sponsor may submit in the next TIP Call for Projects (rounded up). For example, if the sponsor was designated a maximum of 5 project applications per the adopted TIP policy, it would be reduced to 4.

## ATTACHMENT 2

### Current TIP Policy language for project delays

(Highlighted sections to be replaced)

### **2016-2021 TIP Policy: Adopted July 16, 2014**

#### Project Delays

Implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only one year by the project sponsor.

A delay occurs when a project phase, as identified during project submittal and contained within the TIP project descriptions, has not been initiated in the identified year. A project that has only one year of federal funding receives a delay if the project did not go to ad (construction projects), did not hold its kick-off meeting (studies), or didn't conduct similar project initiation activities (other types of projects) by the end of the federal fiscal year for which it was programmed. For projects that have more than one year of federal funding, each phase (year) will be reviewed to see if the objectives defined for that phase have been initiated.

DRCOG defines the initiation of a project phase in the following manner as of September 30 for the year with federal funding in the TIP that is being analyzed:

- Design: IGA executed with CDOT AND if consultant – consultant contract executed and Notice To Proceed (NTP) issued; if no consultant – design scoping meeting held with CDOT project staff
- Environmental: IGA executed with CDOT AND if consultant – consultant contract executed and NTP issued; if no consultant – environmental scoping meeting held with CDOT project staff
- ROW: IGA executed with CDOT AND completion of ROW plans
- Construction: project advertised
- Study: IGA executed (with CDOT or RTD) AND kick-off meeting has been held
- Bus Service: IGA executed with RTD AND service has begun
- Equipment Purchase: IGA executed AND RFP/RFQ/RFB (bids) issued
- Other: IGA executed AND at least one invoice submitted to CDOT/RTD for work completed

When a project phase encounters a delay (project phase being analyzed has not been initiated by September 30), DRCOG will list the reasons why the phase has not been initiated within its annual report. Sponsors must be available to appear before the Transportation Advisory Committee, Metro Vision Issues Committee, Regional Transportation Committee, and DRCOG Board to explain the reasons for the delay(s) and receive DRCOG Board approval to continue. Any conditions established by the Board in approving the delay become policy.

## ATTACHMENT 2

### Current TIP Policy language for project delays

(Highlighted sections to be replaced)

After a delay is encountered, DRCOG, along with the sponsor and CDOT or RTD, will discuss the project and the reasons for its delay. The end result will be an action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all of its federally-funded projects.

If, in the following year, the sponsor fails to achieve initiation of the delayed phase, OR has breached the Board conditions placed upon that delay, the project will be automatically deleted from the TIP and the sponsor is required to reimburse all federal funds expended on the project. This action cannot be appealed to the DRCOG Board. In subsequent contracts with any sponsor that has experienced a deletion of a project due to such delay, RTD or CDOT may include a “termination for performance” clause.

### **2012-2017 TIP Policy: Adopted July 21, 2010**

#### Commitment to Implement Project and Project Delays

Inclusion of a project in the TIP shall constitute a commitment by the sponsor to complete the project in a timely manner. A sponsor’s submittal of a funding request for DRCOG selection shall constitute a commitment to complete each project phase as described in the application form and committed by the sponsor’s signature, if the project is selected for funding. Any part of the project scope credited in awarding evaluation points becomes a permanent part of the project scope and must be implemented.

Sponsors with funding requests selected for inclusion in the TIP shall work with CDOT or RTD to ensure that all federal requirements are followed, and that the project follows the schedule of implementation programmed in the TIP.

DRCOG will attempt to program federal funding for any construction project over a minimum of a 3-year period within the TIP. If sponsors believe their funding requests are “complex” in nature, they may request a 4-year funding stream. “Complex” projects must be identified by the sponsor in the submittal. Discussions with DRCOG, CDOT, or RTD staff, as appropriate, about the “complexity” of the project are encouraged prior to the submittal.

If the federal funds awarded to a project cannot be distributed over at least three years, or four years as requested, and if the local sponsor has pledged overmatch, then DRCOG will require the sponsor to program a minimum of \$100,000 or 50% of its pledged overmatch (whichever is less) within the first year to get the project started.

If project costs increase, sponsors are expected to make up any funding shortfalls with non-federal funds. Project sponsors with more than one project included in the TIP

## ATTACHMENT 2

### Current TIP Policy language for project delays

(Highlighted sections to be replaced)

under the same federal funding source may shift federal funds and match between projects, subject to the administrative and policy amendment process herein and the ability to obligate all federal funds. All projects involved in such amendments must be completed without a change in scope as defined in the application from the project sponsor and within the time period. No such shifts shall leave any project with less than 50 percent federal funding.

#### **Implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only once by the project sponsor.**

A delay occurs when a project's federal funding is not obligated in the TIP-identified year, requiring a change in the year federal funding is obligated, or when obligated activities are not commenced in that federal fiscal year. If any funding deferrals are requested by DRCOG, they are not counted as a delay. A project that has only one year of federal funding receives a delay if the project was not to ad (construction projects), held its kick-off meeting (studies), or conducted similar project initiation activities (other types of projects) by the end of the federal fiscal year it has its funding in. For projects that have more than one year of federal funding, each phase (year) will be reviewed to see if the objectives defined for that phase, as outlined in the TIP project scope, have been completed.

When a project or project phase encounters a one year delay, the sponsor must appear before the Transportation Advisory Committee, Metro Vision Issues Committee, Regional Transportation Committee, and DRCOG Board to explain the reasons for the delay(s) and receive DRCOG Board approval to continue. Failure to appear will result in automatic deletion from the TIP without appeal to the Board (and reimbursement of all federal funds expended on the project). Any conditions applied by the Board in approving the first year delay become policy.

After a delay is encountered, DRCOG, along with the sponsor and CDOT or RTD, will conduct a formal multi-party meeting to discuss the project and the reasons for its delay. The end result will be a written action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all of its federally-funded projects.

**If, in the following year, the sponsor fails to achieve completion of the particular phase or entire project that encountered the one year delay, OR has breached the one year delay Board conditions, the project will be automatically deleted from the TIP (and the sponsor required to reimburse all federal funds expended on the project). This action cannot be appealed to the DRCOG Board. In subsequent contracts with any sponsor that has experienced a deletion of a project due to such delay, RTD or CDOT may include a "termination for performance" clause.**

## ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Todd Cottrell, Senior Transportation Planner  
303 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
March 17, 2015	Action	6

### SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), generally taking place each quarter. Typically, these amendments involve the deletion and addition of projects or adjustments to existing projects and do not impact funding for other projects in the TIP.

### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the Board adopted [TIP Preparation Policy](#).

### ACTION BY OTHERS

[February 23, 2015](#) – TAC recommended approval.

### SUMMARY

Projects to be amended are listed in the tables, along with specific details and the reasons for the amendment. The proposed policy amendments to the [2012-2017 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Move to recommend to the Board of Directors the March 2015 amendments to the *2012-2017 Transportation Improvement Program (TIP)*.

### ATTACHMENT

TIP Amendment Table

### ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations at (303) 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

## 2012-2017 Transportation Improvement Program

Policy Amendments

02/12/2015

Pending

TIP#	Project Name: Limits,Sponsor,Scope	<b>Current Funding</b>								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2008-081	North I-25: Front Range EIS									
Sponsor:	CDOT Region 4									
Scope:	Funds will be used to complete the Final Environmental Impact Statement, the Record of Decision for Phase I of North I-25 (MP 214 - 269), and for design and Right of Way for phase I elements. Project funding shown is for DRCOG portion only.									
		State (7 <sup>th</sup> Pot)		\$0	\$600	\$0	\$0	\$0		
		State (R P P)		\$2,900	\$585	\$5,738	\$3,338	\$5,852		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total		\$2,900	\$1,185	\$5,738	\$3,338	\$5,852		\$20,213

### Revised Funding

Why Amend?	Add funding type and funding.	Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
		State (7 <sup>th</sup> Pot)		\$0	\$600	\$0	\$0	\$0		
		State (R P P)		\$2,900	\$585	\$5,738	\$3,338	\$5,852		
		<b>State (RAMP)</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total		\$2,900	\$1,185	\$5,738	<b>\$13,338</b>	\$5,852	\$8,896	<b>\$30,213</b>

## 2012-2017 Transportation Improvement Program

Policy Amendments

02/12/2015

Pending

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**TIP#**      **Project Name: Limits,Sponsor,Scope**

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2012-120      Colfax Ave Transit Priority  
 Sponsor:      R T D  
 Scope:      Project will construct Colfax Ave bus infrastructure improvements from Broadway to Potomac Street. Bus stop improvements include bulbouts and transit signal priority.

### New Funding

Why Amend?      Create new project.  
  
 Create new project: Colfax Ave Transit Priority. Add \$4,999,000 in Federal Section 5309 funds and \$1,700,000 in local match in FY2014.

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal (5309)		\$0	\$0	\$4,999	\$0	\$0		
Local		\$0	\$0	\$1,700	\$0	\$0		
Total		\$0	\$0	\$6,699	\$0	\$0		\$6,699



## ATTACHMENT E

To: Chair and Members of the Regional Transportation Committee

From: Todd Cottrell, Senior Transportation Planner  
303 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
March 17, 2015	Information	7

### SUBJECT

The Federal metropolitan transportation planning statute requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal obligation.

### PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

### ACTION BY OTHERS

N/A

### SUMMARY

The enclosed report lists all transportation projects in the Denver region that were obligated federal funds in federal Fiscal Year 2014 (October 1, 2013 - September 30, 2014).

A net total of \$395.1 million was obligated in FY2014 for 92 transportation projects.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENT

*Draft FY2014 Annual Listing of Federally Obligated Projects*

### ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, at 303 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).



# Annual Listing of Federally Obligated Projects

FY 2014 (October 1, 2013 - September 30, 2014)

March 18, 2015



## Purpose of this Report

The Federal metropolitan transportation planning statute states:

*“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.”<sup>1</sup>*

This report responds to the directive set forth in statute. It lists all transportation projects in the Denver region that were obligated in federal fiscal year 2014 (October 1, 2013 - September 30, 2014).

FHWA defines obligation as the federal government’s legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project’s eligible costs<sup>2</sup>. Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed in this year. The obligated project cost reflected in this report also may not equal final project cost.

## Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 56 local governments from the Denver metro area, promotes a regional perspective towards the most pressing issues facing the metropolitan area and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and SW Weld counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization ([MPO](#)) for Broomfield, Denver, Douglas, and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Weld counties. MAP-21 requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO has responsibility for planning, programming, and coordinating federal investments. The DRCOG MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). The council develops its positions by working with elected officials, staff from local governments and the above agencies, and the public through a committee system where the various issues are discussed and recommendations are made. Current committees include the [Regional Transportation Committee](#) and the [Transportation](#)

<sup>1</sup> 23 U.S.C. 134 (j)(7)(B)

<sup>2</sup> Financing Federal Aid Highways Glossary. <http://www.fhwa.dot.gov/reports/fifahiw/ffahappa.htm>. August 13, 2004.

[Advisory Committee](#). Working groups and ad hoc groups are also created and appointed, as need dictates.

### Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan (RTP), called the Metro Vision RTP. The Metro Vision RTP is an element of the region's Metro Vision plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the "reasonably available" financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

Some types of projects (roadway capacity and rapid transit) must be included in the fiscally-constrained portion of an adopted conforming RTP, before they can be selected for Transportation Improvement Program (TIP) funding.

### Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of public transit, roadway, bicycle, pedestrian, air quality projects, and studies that will receive federal transportation funds in the near future. The TIP also includes the projects in the DRCOG area that are intended to only use state funds and are regionally significant, regardless of funding. The TIP implements the fiscally-constrained RTP. DRCOG's TIP covers a six-year period, though specific projects and their funding levels are usually identified within the first four years.

The TIP covering FY2014 is the 2012-2017 TIP, and was adopted on March 16, 2011. It has been amended regularly since adoption. Some of the projects in this obligation report are from previous TIP's.

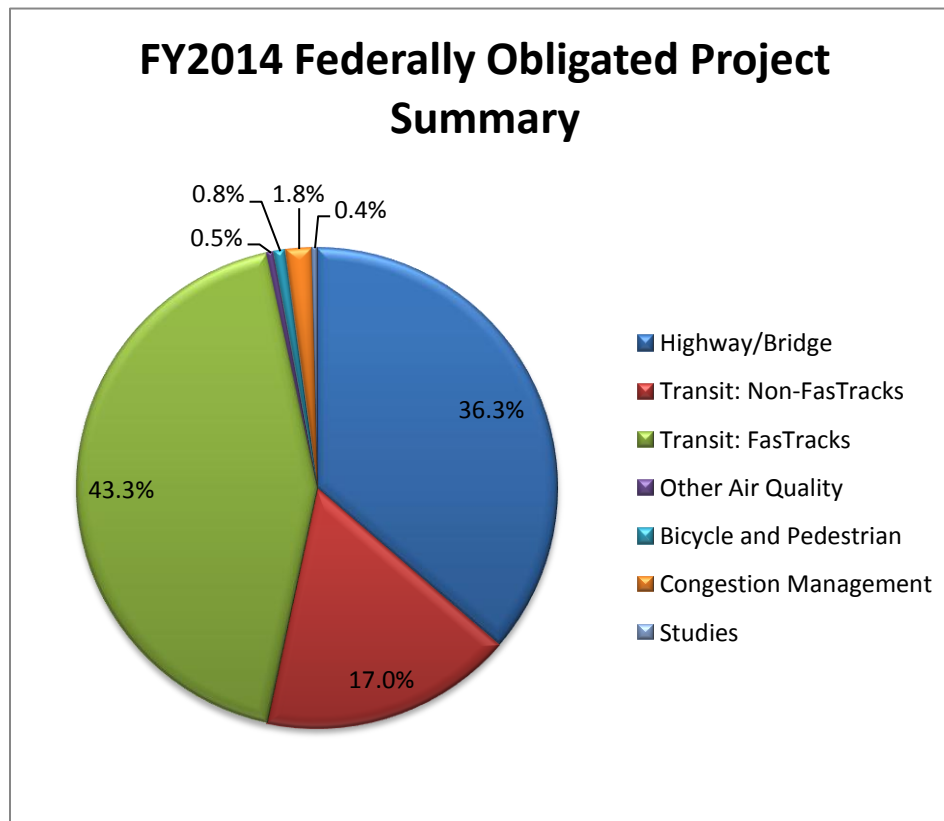
### Public Involvement

DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other products. DRCOG's public involvement strategies include presenting information and educating the public, continually soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

### Summary of Projects

A net total of \$395.1 million was obligated in FY2014 on 92 transportation projects. Some statistics regarding the FY2014 obligations include:

- \$171.2 million (43.3%) was for RTD FasTracks projects, \$143.5 million (36.3%) for highway/bridge projects, \$67.2 million (17.0%) for non-FasTracks transit projects, \$6.9 million (1.8%) for congestion management projects, \$3.0 million (0.8%) for bicycle and pedestrian projects, \$1.8 million (0.5%) for other air quality projects, and \$1.3 million (0.4%) for studies. The chart below illustrates these percentages:



- The largest project obligation (\$150 million or 37.9% of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- Only 7 of the 92 projects had net obligations over \$10 million, yet those projects accounted for 84.6% of the net amount obligated (\$334.5 of the \$395.1 million).
- The mean amount obligated per project was \$4.7 million while the median amount obligated per project was \$69,674. Deobligations were not counted in these calculations.

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## Obligation Report

This report is organized by TIP funding category. Within each TIP funding category, projects that have a net obligation in FY2014 are shown and include the following information:

- TIP Identification (TIP ID), which is a unique number given to each project selected for inclusion into a DRCOG TIP
- Project Name
- Sponsor, which lists the agency that is financially responsible for the current TIP project
- Obligations, which is the sum of all the obligations that occurred for that particular TIP project in FY2014
- Total Project Cost, which lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Total Federal Funds Awarded, which lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active in (may or may not be the current TIP)
- Total Federal Funds Remaining, which lists the programmed federal transportation funds in the current TIP that are remaining for the project.

For this report, the net obligation amount represents the individual project's total, and does not break out the allocations by funding source, unless easily identifiable. Therefore a star (\*) within the obligation column in the following report indicates that this project is listed more than once and under a different funding source and cannot be specifically flagged as being obligated from a particular funding source. Consequently, even though the project is being listed within all its funding sources, the funding amount is only being listed in the funding source that best represents the majority of its funding within the TIP or within the most recent fiscal year.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Project Cost column as part of the total overall project cost. For the purposes of this report in FY2014, federal funding was distributed through the following TIP categories:

- 1702-High Priority Projects are funds earmarked for particular projects by Congress within the SAFETEA-LU federal transportation bill.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Congestion Relief funds are used to help decrease congestion and can be used in numerous ways, such as courtesy patrols, roadway operations, and widening projects.
- Congressional Allocation (highway and transit) funds are discretionary and additional funds (not formula funds) that the federal government may decide to award to the region.
- Federal Emergency funds are allocated to repair damage from and mitigate future harm from an emergency, natural disaster, or other major unforeseen event.
- Highways for LIFE are FHWA funds intended to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction.

- Railroad Safety funds are FHWA funds to eliminate at-grade railroad crossings, enhance signage and provide other safety interventions near rail facilities.
- Regional Priority Projects typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Safety funds typically fund projects that reduce the number and severity of crashes.
- Section 5307 fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 fund capital assistance grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities.
- Section 5337, or State of Good Repair, funds are FTA grants intended to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- STP-Enhancement can fund such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation. MAP-21 has eliminated STP-Enhancement funds and replaced them with Transportation Alternatives (TAP). The current TIP still reference these as STP-E, even though TAP funds are being used for projects.
- STP-Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the State Highway System.
- Transportation Infrastructure Finance Innovation Act (TIFIA) funds are awarded to projects that leverage additional funds from non-traditional sources like P3 partnerships.
- Transportation Investment Generating Economic Recovery (TIGER) grant funds are a discretionary grant program created as a part of the American Recovery and Reinvestment Act. They are awarded to projects that can show significant economic and employment impacts.

Some projects include a mixture of different TIP funding categories, and thus one project line under one funding source does not necessarily equal the total obligated funding for that project.

This report also contains negative obligations, depicted with ( ), which are called deobligations. Deobligation occurs when CDOT has to return the promise of funds to the federal government. Deobligation can occur for several reasons including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated 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 phase is closed out causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project<sup>3</sup>.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation or negative number in the following table. Project closeouts can sometimes take place many years after the project was actually completed.

The table also identifies which projects contain elements improving pedestrian and/or bicycling infrastructure. In some cases, this is a pedestrian and bicycle-only project (reflected in the previous pie chart). In most circumstances, the pedestrian and bicycle components are part of a larger project. Since deobligations by definition are not current “investments”, their bike/ped applicability is shown as not applicable (N/A).

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at <https://drcog.org/programs/transportation-planning/transportation-improvement-program> or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT, RTD, and FTA, as DRCOG does not directly participate in the obligation process.

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<sup>3</sup> This report does not include the project phases.

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<b><u>1702-High Priority Projects</u></b>							
2007-032	US- 36: McCaslin Interchange Reconstruction	Louisville	(\$46,516)	Yes	\$900,000	\$298,000	\$0
<b>1702-High Priority Projects Total</b>			<b>(\$46,516)</b>				
<b><u>Bridge</u></b>							
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$8,576,946	Yes	\$67,666,000	\$0	\$0
<b>Bridge Total</b>			<b>\$8,576,946</b>				
<b><u>Bridge Off-System</u></b>							
2007-079	Region 1 Bridge Off-System Pool	CDOT Region 1	\$579,209	No	\$4,257,000	\$0	\$0
<b>Bridge Off-System Total</b>			<b>\$579,209</b>				
<b><u>Bridge On-System</u></b>							
2007-078	Region 1 Bridge On-System Pool	CDOT Region 1	\$277,387	No	\$73,929,000	\$0	\$0
2007-080	Region 6 Bridge On-System Pool	CDOT Region 6	\$32,270	No	\$118,870,000	\$0	\$0
2007-133	Region 4 Bridge On-System Pool	CDOT Region 4	\$831,859	No	\$16,166,000	\$0	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 1	*	No	\$127,099,000	\$0	\$0
<b>Bridge On-System Total</b>			<b>\$1,141,516</b>				
<b><u>Congestion Mitigation / Air Quality</u></b>							
1997-045	Regional Traffic Signal System Improvement Program	DRCOG	\$899,512	No	\$68,895,000	\$15,550,000	\$3,700,000
1999-097	Regional Transportation Demand Management (TDM) Program Pool	DRCOG	\$1,154,052	No	\$18,783,000	\$5,925,000	\$0
2005-026	Regional Intelligent Transportation System Pool	DRCOG	\$1,192,890	No	\$13,078,000	\$3,550,000	\$825,000

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2007-044	FasTracks Projects: DRCOG First Commitment Pool	R T D	\$5,350,000	No	\$75,000,000	\$32,000,000	\$14,000,000
2007-062	Congestion Evaluation Tool	DRCOG	\$62,143	No	\$490,000	\$390,000	\$0
2007-089	Civic Center Station Area Master Plan	R T D	\$200,000	No	\$250,000	\$200,000	\$0
2007-089	Broadway/I-25 Station Area Master Plan	Denver	\$175,000	No	\$219,000	\$175,000	\$0
2007-089	Fitzsimons Pkwy Station Area Study	R T D	\$160,000	No	\$200,000	\$160,000	\$0
2007-089	Littleton Downtown Light Rail Station Area Study	Littleton	\$100,000	No	\$125,000	\$100,000	\$0
2007-089	Southeast I-25 Urban Corridor Study	Denver South TMA	\$150,000	No	\$375,000	\$300,000	\$150,000
2007-089	Speer/Leetsdale Urban Center Study	Denver	\$80,000	No	\$325,000	\$260,000	\$180,000
2007-089	Englewood Light Rail Corridor Next Steps Study	Englewood	\$120,000	No	\$300,000	\$240,000	\$120,000
2008-004	New Energy Fleets Collaborative	R A Q C	\$1,177,580	No	\$5,323,000	\$4,169,000	\$0
2008-023	Inca St. Bike/Ped Bridge over 38th Ave Underpass	Denver	\$226,189	Yes	\$716,000	\$501,000	\$0
2008-100	Engines Off	Denver	\$20,075	No	\$125,000	\$100,000	\$0
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	\$15,801,803	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-001	Pearl Pkwy: 30th St to Foothills Pkwy/SH-157	Boulder	\$19,471	Yes	\$5,000,000	\$4,000,000	\$0
2012-002	Wonderland Creek Underpass and Multi-use Path Connection: Foothills Pkwy to Diagonal Hwy	Boulder	\$269,674	Yes	\$4,000,000	\$2,000,000	\$1,200,000
2012-011	Denver Traffic Signal System Upgrade: Citywide	Denver	\$1,019,703	No	\$7,185,000	\$4,800,000	\$1,026,000
2012-012	Advanced Fleet Technology Project	R A Q C	\$389,574	No	\$7,652,000	\$6,121,000	\$1,000,000
2012-013	Ozone Aware	R A Q C	\$267,944	No	\$2,080,000	\$1,663,000	\$0
2012-014	Bellevue call-n-Ride	R T D	\$231,000	No	\$1,034,000	\$827,000	\$0
2012-015	Golden Circulator Bus: West Corridor end of line to Downtown Golden	Golden	\$446,000	No	\$1,847,000	\$1,237,000	\$446,000
2012-016	BOLT Bus Service Enhancement: Longmont to Boulder	Boulder County	\$185,000	No	\$696,000	\$555,000	\$0
2012-017	Enhanced Bus Service: Boulder, Longmont, and Lyons	Boulder County	\$115,000	No	\$547,000	\$414,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-018	STAMPEDE Bus Service Enhancements	Univ of Colorado	\$142,000	No	\$534,000	\$426,000	\$0
2012-019	Adams County West Side call-n-Ride	Federal Heights	\$153,000	No	\$662,000	\$496,000	\$0
2012-033	144th Ave Station TOD Master Planning Study	Thornton	\$120,000	No	\$0	\$0	\$0
2012-059	Quebec St/C-470 Bike/Ped Bridge: County Line Rd to Park Meadows Dr	Douglas County	\$87,504	Yes	\$850,000	\$500,000	\$0
2012-064	Regional TDM Program: Way to Go	DRCOG	\$2,091,673	No	\$7,652,000	\$7,200,000	\$0
2012-088	Commerce City to Denver CBD Regional Bus Service	Commerce City	\$148,000	No	\$555,000	\$444,000	\$148,000
<b>Congestion Mitigation / Air Quality Total</b>			<b>\$32,554,787</b>				
<b><u>Congestion Relief</u></b>							
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2007-072	Region 1 Congestion Relief Pool	CDOT Region 1	\$449,797	No	\$11,627,000	\$0	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 1	*	No	\$127,099,000	\$0	\$0
2012-063	I-25 North PEL Action Items	CDOT Region 6	*	No	\$15,500,000	\$0	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$4,000,000	Yes	\$67,666,000	\$0	\$0
<b>Congestion Relief Total</b>			<b>\$4,449,797</b>				
<b><u>Congressional Allocation</u></b>							
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	(\$849,682)	No	\$45,783,000	\$30,904,000	\$0
<b>Congressional Allocation Total</b>			<b>(\$849,682)</b>				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<b>Federal Emergency</b>							
2012-116	Region 4 2013 Flood-Related Projects Pool	CDOT Region 4	\$9,158	No	\$129,512,000	\$127,068,000	\$95,950,000
<b>Federal Emergency Total</b>			<b>\$9,158</b>				
<b>Railroad Safety</b>							
2012-044	Peoria St/Smith Rd RR Grade Separation	Denver	\$5,287,000	Yes	\$57,187,000	\$32,187,000	\$0
<b>Railroad Safety Total</b>			<b>\$5,287,000</b>				
<b>Regional Priority Projects</b>							
1997-033	Arapahoe Ave (SH-7): Cherryvale Rd to N 75th St	CDOT Region 4	\$867,168	Yes	\$34,798,000	\$0	\$0
2001-154	US-85: Cook Ranch Rd to Meadows Pkwy Widening	CDOT Region 1	\$1,011,226	No	\$102,598,000	\$0	\$0
2001-259a	East I-70 Corridor: Environmental Study (I-25/Pena Blvd)	CDOT Region 6	\$239,458	No	\$29,771,000	\$0	\$0
2003-124	US-285: Foxton Rd to Richmond Hill Rd Widening	CDOT Region 1	\$125,356	No	\$28,126,000	\$0	\$0
2005-136	Region 6 Misc/Design Pool	CDOT Region 6	\$323,249	No	\$47,128,000	\$0	\$0
2007-072	Region 1 Congestion Relief Pool	CDOT Region 1	*	No	\$11,627,000	\$0	\$0
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	*	No	\$282,696,000	\$2,000,000	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 1	\$7,050,085	No	\$127,099,000	\$0	\$0
2007-171	US-6/Federal Blvd/Bryant St: Federal to Bryant Interchange and Ramp Improvements	CDOT Region 1	\$4,829,827	No	\$30,000,000	\$0	\$0
2008-029	SH-7: US-287 to I-76 Corridor Optimization Study	CDOT Region 6	\$42,533	No	\$700,000	\$0	\$0
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2008-116	SH-79 Realignment & Grade Separation/Flyover (Bennett)–PEL Study	CDOT Region 1	\$51,738	No	\$300,000	\$0	\$0
2008-117	US-36: Wetland Mitigation	CDOT Region 6	\$270,606	No	\$2,950,000	\$0	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-043	I-25/Arapahoe Rd Interchange Reconstruction	Arapahoe County	*	Yes	\$69,000,000	\$4,200,000	\$0
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	\$4,984,000	No	\$68,524,000	\$20,000,000	\$0
2012-078	I-25: Wetland Mitigation	CDOT Region 4	\$1,095,763	No	\$1,100,000	\$0	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$21,000,000	Yes	\$67,666,000	\$0	\$0
<b>Regional Priority Projects Total</b>			<b>\$41,891,009</b>				

**Safety**

2001-225	Region 6 Hot Spot Pool	CDOT Region 6	\$104,538	No	\$5,151,000	\$0	\$0
2001-226	Region 6 Safety Enhancement Pool	CDOT Region 6	\$2,989,659	No	\$13,159,000	\$0	\$0
2007-073	Region 1 Hazard Elimination Pool	CDOT Region 1	\$631,842	No	\$38,302,000	\$0	\$0
2007-075	Region 1 Traffic Signals Pool	CDOT Region 1	\$63,593	No	\$2,651,000	\$0	\$0
2007-081	Region 6 Hazard Elimination Pool	CDOT Region 6	\$1,195,841	Yes	\$41,410,000	\$0	\$0
2007-090	Region 4 Safety Enhancement Pool	CDOT Region 4	\$331,314	No	\$2,295,000	\$0	\$0
2007-094	Region 4 Hazard Elimination Pool	CDOT Region 4	\$260,916	No	\$15,785,000	\$0	\$0
2007-144	Safe Routes to School Pool	CDOT	\$835,652	Yes	\$4,909,000	\$0	\$0
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	*	No	\$68,524,000	\$20,000,000	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$4,800,000	Yes	\$67,666,000	\$0	\$0
<b>Safety Total</b>			<b>\$11,213,355</b>				

**Section 5307**

1997-084	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	R T D	\$55,542,034	No	\$861,087,000	\$218,420,000	\$55,140,000
<b>Section 5307 Total</b>			<b>\$55,542,034</b>				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<b><u>Section 5309 New Start</u></b>							
2008-111	FasTracks Eagle P-3 Corridors (Gold and East Line)	R T D	\$150,000,000	No	\$2,057,477,000	\$928,745,000	\$457,250,000
<b>Section 5309 New Start Total</b>			<b>\$150,000,000</b>				
<b><u>Section 5309 State of Good Repair</u></b>							
2012-097	Seniors' Resource Center Building Rehab	R T D	\$363,400	No	\$436,000	\$363,000	\$0
<b>Section 5309 State of Good Repair Total</b>			<b>\$363,400</b>				
<b><u>Section 5310</u></b>							
2012-107	Enhanced Mobility for Elderly and Disabled (FTA 5310)	R T D	\$1,261,353	No	\$5,928,000	\$4,575,000	\$2,124,000
<b>Section 5310 Total</b>			<b>\$1,261,353</b>				
<b><u>Section 5337 State of Good Repair</u></b>							
1999-052	State of Good Repair	R T D	\$8,700,325	No	\$119,472,000	\$42,000,000	\$11,000,000
<b>Section 5337 State of Good Repair Total</b>			<b>\$8,700,325</b>				
<b><u>STP Enhancement</u></b>							
2007-046	Folsom Street: Regent Drive Underpass	Univ of Colorado	\$335,634	Yes	\$4,553,000	\$2,694,000	\$0
2008-023	Inca St. Bike/Ped Bridge over 38th Ave Underpass	Denver	*	Yes	\$716,000	\$501,000	\$0
2008-099	SH-121/Wadsworth Boulevard Bike/Ped Facility	Wheat Ridge	(\$11,886)	Yes	\$780,000	\$624,000	\$0
2012-003	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	Denver	\$123,844	Yes	\$3,457,000	\$2,765,000	\$0
2012-006	Greenwood Plaza Blvd Sidewalks	Greenwood Village	\$4,968	Yes	\$1,645,000	\$871,000	\$0
2012-008	West Corridor End of Line Bike/Ped Overpass	Golden	\$1,041,768	Yes	\$2,270,000	\$1,220,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-052	Ridge Rd Bike/Ped Project: Independence St to Iris St	Arvada	\$120,000	Yes	\$1,000,000	\$800,000	\$0
2012-055	28th St/US-36 Multi-use Bike/Ped Path: Iris Ave to Yarmouth Ave	Boulder	\$166,606	Yes	\$2,224,000	\$1,224,000	\$624,000
2012-056	Blake St Bike/Ped Station Access (40th Ave to 38th Ave/Blake St Station)	Denver	\$152,448	Yes	\$2,354,000	\$1,224,000	\$0
<b>STP Enhancement Total</b>			<b>\$1,933,382</b>				

**STP Metro**

1999-097	Regional Transportation Demand Management (TDM) Program Pool	DRCOG	*	No	\$18,783,000	\$5,925,000	\$0
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2007-029	120th Ave Connection: Wadsworth Blvd to US-287	Broomfield County	(\$3,202,313)	Yes	\$80,073,000	\$20,914,000	\$0
2007-032	US-36: McCaslin Interchange Reconstruction	Louisville	*	Yes	\$900,000	\$298,000	\$0
2007-044	FasTracks Projects: DRCOG First Commitment Pool	R T D	*	No	\$75,000,000	\$32,000,000	\$14,000,000
2008-006	Colfax/Welton/Galapago Intersection Operation Improvements: Speer Blvd to Fox St	Denver	\$795,362	Yes	\$2,168,000	\$1,734,000	\$0
2008-020	SH-83: Lincoln Avenue Intersection Improvements	Parker	\$13,894	Yes	\$398,000	\$280,000	\$0
2008-043	Ozone SIP Modeling Efforts and Analysis	R A Q C	\$7,861	No	\$593,000	\$487,000	\$0
2008-093	Arapahoe Road Reconstruction	Centennial	(\$225,050)	No	\$1,446,000	\$1,157,000	\$0
2008-111	FasTracks Eagle P-3 Corridors (Gold and East Line)	R T D	*	No	\$2,057,477,000	\$928,745,000	\$457,250,000
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-035	South Broadway Reconstruction: Kentucky Ave to south of Tennessee Ave	Denver	\$159,763	Yes	\$5,384,000	\$2,692,000	\$0
2012-036	Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave	Lakewood	\$873,213	Yes	\$7,801,000	\$6,240,000	\$0
2012-038	Bellevue Ave and Quebec St Intersection Operational Improvements	Greenwood Village	\$378,142	Yes	\$1,505,000	\$1,053,000	\$0



TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-040	Foothills Pkwy/SH-157 Operational Improvements: Diagonal Hwy to Valmont Rd	Boulder	(\$25,525)	Yes	\$830,000	\$600,000	\$0
2012-042	32nd Ave Widening: Wright Ct to Braun Ct Operational Improvements	Wheat Ridge	\$795,674	Yes	\$5,517,000	\$2,924,000	\$0
2012-043	I-25/Arapahoe Rd Interchange Reconstruction	Arapahoe County	*	Yes	\$69,000,000	\$4,200,000	\$0
2012-044	Peoria St/Smith Rd RR Grade Separation	Denver	\$6,645,681	Yes	\$57,187,000	\$32,187,000	\$0
2012-045	Kipling Pkwy Underpass: Van Bibber Trail Extension from W 56th Pl to Grandview Ave	Arvada	\$83,989	Yes	\$2,000,000	\$1,600,000	\$1,308,000
2012-046	Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36	Boulder	(\$423,162)	Yes	\$5,400,000	\$4,046,000	\$1,954,000
2012-072	US-287 (Federal)/92nd Ave Intersection Operations Improvements	Federal Heights	\$131,681	No	\$5,671,000	\$3,970,000	\$0
2012-094	Wadsworth Blvd Widening: W 35th Ave to W 46th Ave PEL Study	Wheat Ridge	\$13,355	No	\$1,200,000	\$636,000	\$0
<b>STP Metro Total</b>			<b>\$6,022,565</b>				

**Surface Treatment**

2001-214	Region 6 Surface Treatment Pool	CDOT Region 6	\$29,844,920	No	\$351,222,000	\$0	\$0
2007-095	Region 4 Surface Treatment Pool	CDOT Region 4	\$32,724	No	\$51,486,000	\$0	\$0
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	\$27,031,367	No	\$282,696,000	\$2,000,000	\$0
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-046	Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36	Boulder	*	Yes	\$5,400,000	\$4,046,000	\$1,954,000
2012-063	I-25 North PEL Action Items	CDOT Region 6	\$244,032	No	\$15,500,000	\$0	\$0
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	\$3,416,171	No	\$68,524,000	\$20,000,000	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$6,000,000	Yes	\$67,666,000	\$0	\$0
<b>Surface Treatment Total</b>			<b>\$66,569,214</b>				

<b>TIPID</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Obligations</b>	<b>Bike/ Ped</b>	<b>Total Cost</b>	<b>Fed. Total</b>	<b>Fed. Funds Remaining</b>
<b><u>TIFIA</u></b>							
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
<b>TIFIA Total</b>			<b>\$0</b>				
<b><u>TIGER</u></b>							
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	*	No	\$68,524,000	\$20,000,000	\$0
<b>TIGER Total</b>			<b>\$0</b>				
<b>Grand Total of Obligations</b>			<b>\$395,648,649</b>				

\* - Indicates that this project was previously listed within the report under a different funding source and cannot be properly flagged for sure as being obligated from a particular funding source. Even though the project is being listed within all its funding sources, the funding amount is only being listed in the funding source that best represents the majority of its funding within the TIP or within the most recent fiscal year.



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