Purpose of this Report

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) enacted by Congress on July 29, 2005 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.”

This report responds to the directive. It lists all transportation projects in the Denver region that were obligated in federal fiscal year 2006 (October 1, 2005 - September 31, 2006). 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. Thus, an obligated project is one that has been approved by the federal government for reimbursement. Obligated projects were not necessarily initiated or completed in this year. The obligated project cost reflected in this report also may not equal to final project cost.

Background

The Denver Regional Council of Governments (DRCOG), an association of 52 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 and Jefferson counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization (MPO) for Denver, Douglas and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Broomfield counties. SAFETEA-LU 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 52 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

1 Title VI, Section 6001 (i)(7)(B)
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 Advisory Committee. Working groups and ad hoc groups are also created and appointed, as need dictates.

Regional Transportation Plan

DRCOG develops a 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.

Projects must be included in the fiscally constrained portion of an adopted conforming RTP before they can be selected for Transportation Improvement Program (TIP) funding. Most of the projects that were obligated in FY 2006 came from the 2005-2010 TIP. In order to be included in the 2005-2010 TIP, projects had to be identified in the 2025 Metro Vision RTP and be fiscally constrained by regional revenues.

Transportation Improvement Program

The TIP is the adopted list of public transit, highway, bicycle, pedestrian, and air quality projects that will receive federal transportation funds in the near future. The TIP also includes the projects in the DRGCOG area that are intended to only use state funds. The TIP implements the fiscally constrained RTP. DRGCOG’s TIP covers a six-year period, though specific projects and their funding levels are usually identified for the first three-year period, which exceeds the federal rule that requires the TIP to cover and be updated at least every four years.

The 2005-2010 TIP was adopted on March 17, 2004 and has been amended regularly since adoption. Most of the projects in this obligation report are from the 2005-2010 TIP, though some projects were taken from previous TIP’s and even the current 2007-2012 TIP, depending on the date of obligation. The 2005-2010 TIP defines the projects eligible for federal funding in FY06, which covers the period from October 2005 to September 2006.

Public Involvement

DRGCOG 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. DRGCOG’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 total of $217.87 million was obligated in FY 2006 on 125 transportation projects. Of this, $77.19 million (35.4%) was for highway/bridge projects, $133.48 million (61.3%) for transit projects, $2.75 million (1.3%) for pedestrian and bicycle only projects, and $4.45 million (2%) for other air quality projects. The chart below illustrates these percentages:

The largest percentage of funds (38.2%) obligated was the Federal Transit Administration Section 5309 New Start category of funding. This category was used to fund light rail infrastructure and other transit facilities as part of the Southeast Corridor Project along I-25 and I-225.
Obligation Report

This report is organized by TIP funding category. The TIP identification (ID), project name, sponsor, and the total obligation amount are shown for each project within the different TIP funding categories. The TIP ID is a unique number given to each project selected for inclusion into the DRCOG TIP. The sponsor category lists the agency responsible for initiating the TIP project. The total obligation is the sum of all the obligations that occur for that particular TIP project in the federal fiscal year. The obligation amounts for each of the projects are added up to show the total obligation by TIP funding category.

For this report, the total obligation amounts were collected by individual project, and not by funding source. Therefore a star (*) within the obligation column in the following report indicates that this project was previously listed within this report 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 possible funding sources, the funding amount is only being listed in the funding source that is listed first alphabetically.

While federal funding is included in this report, no local or state funds are reported. Federal funding is distributed through the following TIP categories:

- 1702-High Priority Projects are funds that were earmarked for particular projects by Congress within the SAFETEA-LU federal transportation bill.
- 7th Pot projects are strategic high-priority transportation projects that were earmarked for funding by the state.
- 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.
- 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.
- 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.
- 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.
- Discretionary funds are additional funds (not formula funds) that the federal government may decide to award to the region. Examples of discretionary funding sources used in FY 2006 include, Interstate Maintenance, Congressional Allocation, FHWA Discretionary, and TCSP (Transportation and Community and System Preservation) Discretionary.
- Other Regional Priorities and Regional Priority Projects typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Section 5307 can fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
• Section 5308 can be used in the purchase or lease of clean fuel buses and associated facilities and to improve existing facilities to accommodate clean fuel buses.
• Section 5309 can fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
• Section 5317 can provide transit service to/from jobs & training.
• Section 5316 can provide funding for local programs that offer job access and reverse commute services to provide transportation for low-income individuals who may live in the city core and work in suburban locations.
• Surface Treatment funds repaving and resurfacing on the State Highway System.
• Bridge, Bridge Off-System, and Bridge On-System can fund the replacement, rehabilitation, and widening of any public bridge.
• Safety funds typically fund projects that reduce the number and severity of crashes.
• STP-Flexible can fund almost any type of roadway improvement project.

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, which is called deobligation. Deobligation occurs when CDOT has to return the promise of funds to the federal government. Deobligation can occur for several reasons including:
• Bids often 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.
• 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.

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 is available at

3 This report does not include the project phases.
http://www.drcog.org/index.cfm?page=TransportationImprovementProgram(TIP). The table below is based on records obtained from CDOT, RTD, and FTA, as DRCOG does not directly participate in the obligation process.

### Annual Listing of Federally Obligated Projects

**Fiscal Year 2006**

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>1702-High Priority Projects</td>
<td>1999-001 I-25: Douglas Ln to Lincoln Ave Widening</td>
<td>CDOT Region 1</td>
<td>($289,080)</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>2005-091 I-70: Brighton Blvd to Colorado Blvd</td>
<td>CDOT Region 6</td>
<td>$1,732,990</td>
<td>No</td>
</tr>
</tbody>
</table>

**1702-High Priority Projects Total** $1,443,910

### 7th Pot

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>7th Pot</td>
<td>1995-087 US-287: SH-66 to Boulder/Larimer County Line</td>
<td>CDOT Region 4</td>
<td>($4,352)</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>1999-027B Southeast Corridor: I-25/Broadway to Lincoln Ave; I-25 to Parker Rd, Widening</td>
<td>CDOT Region 6</td>
<td>($405,217)</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>2005-091 I-70: Brighton Blvd to Colorado Blvd Reconstruction</td>
<td>CDOT Region 6</td>
<td>*</td>
<td>No</td>
</tr>
</tbody>
</table>

**7th Pot Total** ($409,569)

### Bridge

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge</td>
<td>1995-178J SH-2 (Colorado Blvd): 0.8 mi N/0 I-70 Bridge</td>
<td>CDOT Region 6</td>
<td>$6,904,004</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>2001-195 Elk Creek and Clear Creek Bridge</td>
<td>CDOT Region 1</td>
<td>($6,130)</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>2001-216 SH-83: Castlewood Canyon Bridge</td>
<td>CDOT Region 1</td>
<td>($94,039)</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>2001-261 US-36 at Box Elder Creek in Watkins Bridge</td>
<td>CDOT Region 1</td>
<td>$1,982,724</td>
<td>No</td>
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<tr>
<td></td>
<td>2003-130 SH-58: Burlington Northern Railroad Bridge</td>
<td>CDOT Region 6</td>
<td>$156,800</td>
<td>No</td>
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</tbody>
</table>

**Bridge Total** $8,943,359

### Bridge Off-System

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Off-System</td>
<td>2001-157 Holly Street: Cherry Creek</td>
<td>Denver</td>
<td>$160,000</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>2001-199 Rio Grande over Plum Creek Bridge</td>
<td>CDOT Region 1</td>
<td>($6,188)</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>2001-200 Russelville Road: East Cherry Creek Rd Replacement</td>
<td>Douglas County</td>
<td>($170,371)</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>2003-061 Niver Creek @ Downing Dr. Bridge Replacement</td>
<td>Adams County</td>
<td>$16,901</td>
<td>Yes</td>
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<tr>
<td></td>
<td>2003-063 Kipling Street Over Bear Creek Bridge Replacement</td>
<td>Lakewood</td>
<td>$10,400</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>2003-127 DG-105: East Plum Creek Bridge</td>
<td>CDOT Region 1</td>
<td>($58,961)</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>2005-098 Indiana Street: Croke Canal Bridge Replacement</td>
<td>Jefferson County</td>
<td>$200,000</td>
<td>Yes</td>
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</tbody>
</table>

**Bridge Off-System Total** $151,781
<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>1995-178H</td>
<td>Bridge On-System Colorado Boulevard: at Smith Road and UPRR</td>
<td>CDOT Region 6</td>
<td>$796</td>
<td>Yes</td>
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<tr>
<td>1997-009</td>
<td>Bridge On-System US-36: North St. Vrain Creek Bridge</td>
<td>CDOT Region 4</td>
<td>$764,000</td>
<td>Yes</td>
</tr>
<tr>
<td>1999-044</td>
<td>Bridge On-System US-6 Bikeway: C-470 to Clear Creek</td>
<td>Golden</td>
<td>($66)</td>
<td>N/A</td>
</tr>
<tr>
<td>2005-100</td>
<td>Bridge On-System SH-7: South Platte River Bridge</td>
<td>CDOT Region 6</td>
<td>$2,904</td>
<td>Yes</td>
</tr>
<tr>
<td>2005-103</td>
<td>Bridge On-System 128th Avenue: I-25 Bridge</td>
<td>CDOT Region 6</td>
<td>$56,615</td>
<td>No</td>
</tr>
<tr>
<td>2005-104</td>
<td>Bridge On-System I-76: UPRR &amp; SH-224 Bridge</td>
<td>CDOT Region 6</td>
<td>$30,098</td>
<td>No</td>
</tr>
<tr>
<td>2005-106</td>
<td>Bridge On-System SH-58: Washington Bridge</td>
<td>CDOT Region 6</td>
<td>$14,424</td>
<td>Yes</td>
</tr>
<tr>
<td>2005-108</td>
<td>Bridge On-System SH-52: Boulder Creek (west of County Line Road) Replace Bridge</td>
<td>CDOT Region 4</td>
<td>$10,638</td>
<td>Yes</td>
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**Bridge On-System Total** $884,079

<table>
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<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997-044</td>
<td>Congestion Mitigation / Air Quality RideArrangers Program: Denver Transportation Management Area</td>
<td>DRCOG</td>
<td>$1,802,000</td>
<td>No</td>
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<tr>
<td>1997-045</td>
<td>Congestion Mitigation / Air Quality Regional Traffic Signal System Improvement Program</td>
<td>DRCOG</td>
<td>$1,908,685</td>
<td>No</td>
</tr>
<tr>
<td>2003-018</td>
<td>Congestion Mitigation / Air Quality Conformity Finding Mitigation Program</td>
<td>DRCOG</td>
<td>$80,000</td>
<td>No</td>
</tr>
<tr>
<td>2005-004</td>
<td>Congestion Mitigation / Air Quality 30th Street Bikelanes: Arapahoe to Pearl</td>
<td>Boulder</td>
<td>$57,953</td>
<td>Yes</td>
</tr>
<tr>
<td>2005-035</td>
<td>Congestion Mitigation / Air Quality E85 Hangtag Program</td>
<td>R A Q C</td>
<td>$198,690</td>
<td>No</td>
</tr>
<tr>
<td>2005-036</td>
<td>Congestion Mitigation / Air Quality Big Clean Trucks: Acquisition of Leasing Program CNG Trucks</td>
<td>R A Q C</td>
<td>$165,000</td>
<td>No</td>
</tr>
<tr>
<td>2005-037</td>
<td>Congestion Mitigation / Air Quality Pearl Street: 30th Boulder Village Transit Center</td>
<td>R T D</td>
<td>$5,682,000</td>
<td>Yes</td>
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<tr>
<td>2005-042</td>
<td>Congestion Mitigation / Air Quality Wheat Ridge De-Icing Equipment</td>
<td>Wheat Ridge</td>
<td>$120,045</td>
<td>No</td>
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**Congestion Mitigation / Air Quality Total** $10,014,373

<table>
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<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
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</thead>
<tbody>
<tr>
<td>1999-060b</td>
<td>Congestion Relief Region 6 Courtesy Patrol</td>
<td>CDOT Region 6</td>
<td>($56,628)</td>
<td>N/A</td>
</tr>
<tr>
<td>1999-065</td>
<td>Congestion Relief Region 6 Intersection Reconstruction</td>
<td>CDOT Region 6</td>
<td>$204,366</td>
<td>No</td>
</tr>
<tr>
<td>2001-169</td>
<td>Congestion Relief Federal Blvd: Alameda Ave to 6th Ave Widening</td>
<td>Denver</td>
<td>$860,780</td>
<td>Yes</td>
</tr>
<tr>
<td>2007-071</td>
<td>Congestion Relief Region 4 Congestion Relief Pool</td>
<td>CDOT Region 4</td>
<td>$743,200</td>
<td>Yes</td>
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</table>

**Congestion Relief Total** $1,751,718

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001-235</td>
<td>Congressional Allocation I-25 ramps: 17th Ave and 23rd Ave. Ramp Modifications</td>
<td>Denver</td>
<td>($1,111,485)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Congressional Allocation Total**
### Annual Listing of Federally Obligated Projects FY06

**Denver Regional Council of Governments**

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001-238</td>
<td>US-36/SH-121/US-287/SH-128</td>
<td>Broomfield County</td>
<td>($4,192,675)</td>
<td>N/A</td>
</tr>
<tr>
<td>2003-070</td>
<td>Wadsworth Pkwy (SH-121): 120th Avenue (SH-128) Intersection Improvement</td>
<td>Broomfield County</td>
<td>$1,072,743</td>
<td>Yes</td>
</tr>
<tr>
<td>2005-071</td>
<td>US-36: McCaslin Blvd Interchange Improvement</td>
<td>Superior</td>
<td>$431,338</td>
<td>Yes</td>
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**Congressional Allocation Total** ($3,286,548)

**FHWA Discretionary**

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003-004</td>
<td>Wadsworth Bypass @ BNSFRR Grade Separation Environmental Study</td>
<td>Arvada</td>
<td>$253,214</td>
<td>Yes</td>
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</table>

**FHWA Discretionary Total** $253,214

**Interstate Maintenance**

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001-203</td>
<td>Hogback Park-n-Ride: I-70 at Morrison Interchange - Phase II</td>
<td>CDOT Region 1</td>
<td>($378,783)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Interstate Maintenance Total** ($378,783)

**Other Regional Priorities**

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997-003</td>
<td>C-470: I-70 to US-6 Ext Phase II (Ramps)</td>
<td>CDOT Region 6</td>
<td>$1,945,044</td>
<td>No</td>
</tr>
<tr>
<td>1999-036</td>
<td>16th Street: Central Street to Platte Street</td>
<td>Denver</td>
<td>$2,024,027</td>
<td>Yes</td>
</tr>
<tr>
<td>2003-028</td>
<td>Federal Blvd: Jewell Avenue to Louisiana Avenue Reconstruction</td>
<td>Denver</td>
<td>$111,688</td>
<td>Yes</td>
</tr>
<tr>
<td>2003-032</td>
<td>County Line Rd: University to Colorado Widening</td>
<td>Douglas County</td>
<td>($1,457,104)</td>
<td>N/A</td>
</tr>
<tr>
<td>2003-113</td>
<td>Central I-25: 6th to 38th Avenues Corridor Study</td>
<td>CDOT Region 6</td>
<td>($47,963)</td>
<td>N/A</td>
</tr>
<tr>
<td>2003-130</td>
<td>SH-58: Burlington Northern Railroad Bridge</td>
<td>CDOT Region 6</td>
<td>*</td>
<td>No</td>
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**Other Regional Priorities Total** $2,575,692

**Regional Priority Projects**

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>1995-178J</td>
<td>SH-2 (Colorado Blvd): 0.8 mi N/o I-70 Bridge</td>
<td>CDOT Region 6</td>
<td>*</td>
<td>Yes</td>
</tr>
<tr>
<td>1997-033</td>
<td>Arapahoe Rd (SH-7): Cherryvale Road to N 75th Street</td>
<td>CDOT Region 4</td>
<td>$1,899,706</td>
<td>Yes</td>
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<tr>
<td>1999-008</td>
<td>I-70: SH-58 and Ward Rd (south ramps) Interchanges</td>
<td>CDOT Region 6</td>
<td>$2,052,456</td>
<td>No</td>
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<tr>
<td>1999-009</td>
<td>I-25: Broadway to Alameda (Bridge and Interchanges)</td>
<td>CDOT Region 6</td>
<td>$8,046,581</td>
<td>No</td>
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<tr>
<td>1999-036</td>
<td>16th Street: Central Street to Platte Street</td>
<td>Denver</td>
<td>*</td>
<td>Yes</td>
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<tr>
<td>1999-064</td>
<td>Region 6 Roadway Reconstruction</td>
<td>CDOT Region 6</td>
<td>$5,636,778</td>
<td>No</td>
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<td>1999-065</td>
<td>Region 6 Intersection Reconstruction</td>
<td>CDOT Region 6</td>
<td>$204,366</td>
<td>No</td>
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<td>2001-182</td>
<td>Parker Rd: Arapahoe Rd New Interchange</td>
<td>CDOT Region 6</td>
<td>$33,116</td>
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<td>TIPID</td>
<td>Project Name</td>
<td>Sponsor</td>
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<td>Bike/Ped</td>
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<td>2001-238</td>
<td>US-36/SH-121/US-287/SH-128</td>
<td>Broomfield County</td>
<td>*</td>
<td>N/A</td>
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<tr>
<td>2001-252</td>
<td>SH-119: SH-52 New Interchange</td>
<td>CDOT Region 4</td>
<td>($168,520)</td>
<td>N/A</td>
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<tr>
<td>2003-107</td>
<td>Northwest Corridor: Vicinity US-36 to I-70 Environmental Impact Statement</td>
<td>CDOT Region 6</td>
<td>($6,126,460)</td>
<td>N/A</td>
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<td>2005-046</td>
<td>SH-83: Lincoln Avenue to Parker Square Drive Median Repair</td>
<td>CDOT Region 1</td>
<td>($6,855)</td>
<td>N/A</td>
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<tr>
<td>2005-074</td>
<td>Region 6 Drought Mitigation Pool</td>
<td>CDOT Region 6</td>
<td>($249,000)</td>
<td>N/A</td>
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<tr>
<td>2005-075</td>
<td>Santa Fe Drive: Oxford Avenue Environmental Mitigation</td>
<td>CDOT Region 6</td>
<td>($480,970)</td>
<td>N/A</td>
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<tr>
<td>2005-080</td>
<td>SH-157 (Foothills Parkway): South Boulder Rd and Boulder Creek Bridge</td>
<td>CDOT Region 4</td>
<td>$390,843</td>
<td>No</td>
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<tr>
<td>2005-091</td>
<td>I-70: Brighton Blvd to Colorado Blvd Reconstruction</td>
<td>CDOT Region 6</td>
<td>*</td>
<td>No</td>
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</table>

**Regional Priority Projects Total** $14,269,333

**Safety**

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
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<tr>
<td>2001-211</td>
<td>R4 Signal Pool</td>
<td>CDOT Region 4</td>
<td>($390)</td>
<td>N/A</td>
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<td>2001-225</td>
<td>Region 6 Hot Spot Pool</td>
<td>CDOT Region 6</td>
<td>$86,060</td>
<td>No</td>
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<td>2001-226</td>
<td>Region 6: Safety Enhancement Pool</td>
<td>CDOT Region 6</td>
<td>$443,630</td>
<td>Yes</td>
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<td>2001-235</td>
<td>I-25 ramps: 17th Ave and 23rd Ave. Ramp Modifications</td>
<td>Denver</td>
<td>*</td>
<td>N/A</td>
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<tr>
<td>2003-003</td>
<td>Wadsworth Bypass: BNSFRR (Grandview) Grade Separation</td>
<td>Arvada</td>
<td>$5,378,548</td>
<td>Yes</td>
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<tr>
<td>2003-011</td>
<td>Arapahoe (SH-7): Foothills Parkway (SH157) Operational Improvements</td>
<td>Boulder</td>
<td>$223,534</td>
<td>Yes</td>
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<tr>
<td>2003-059</td>
<td>US-285 @ C-470 Safety Improvements</td>
<td>CDOT Region 6</td>
<td>$185,215</td>
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<td>2003-066</td>
<td>Colfax Avenue: Simms Street Signal Improvement</td>
<td>Lakewood</td>
<td>$68,322</td>
<td>No</td>
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<td>2003-070</td>
<td>Wadsworth Pkwy (SH-121): 120th Avenue (SH-128) Intersection Improvement</td>
<td>Broomfield County</td>
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<td>Yes</td>
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<td>2003-099</td>
<td>Denver Traffic Signal Upgrades</td>
<td>Denver</td>
<td>$1,570</td>
<td>No</td>
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<tr>
<td>2003-104</td>
<td>I-25 @ East Plum Creek Anti-Icing System</td>
<td>CDOT Region 1</td>
<td>($34,986)</td>
<td>N/A</td>
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<tr>
<td>2005-048</td>
<td>Castle Rock Safety Improvements</td>
<td>CDOT Region 1</td>
<td>$11,309</td>
<td>No</td>
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<tr>
<td>2005-056</td>
<td>SH-121: Belleview Avenue and Crestline Avenue Signal Improvement</td>
<td>CDOT Region 6</td>
<td>$1,094,270</td>
<td>No</td>
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<td>2005-061</td>
<td>Kipling Parkway: West 58th Avenue Safety Improvements</td>
<td>Arvada</td>
<td>$135,000</td>
<td>Yes</td>
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<tr>
<td>2005-081</td>
<td>SH-7: 5.4 mi east of CR-103 to 0.5 mi west of CR-84S (MP 25.9 - 29.5) Safety</td>
<td>CDOT Region 4</td>
<td>$57,682</td>
<td>No</td>
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<tr>
<td>2005-092</td>
<td>RTD Speer-Colfax Corridor: Light Rail Crossing Enhancement</td>
<td>CDOT Region 6</td>
<td>$50,000</td>
<td>Yes</td>
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<tr>
<td>2005-096</td>
<td>119th Street: Leon A. Wurl Parkway Intersection Improvements</td>
<td>CDOT Region 4</td>
<td>$54,000</td>
<td>Yes</td>
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<tr>
<td>2005-097</td>
<td>Havana Street (SH-30): Parker Road Signal System Update</td>
<td>CDOT Region 6</td>
<td>$142,446</td>
<td>No</td>
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<tr>
<td>TIPID</td>
<td>Project Name</td>
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<td>Bike/Ped</td>
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<tr>
<td>2005-101</td>
<td>C-470: Brifen Median Barrier Extension from MP 14 to 19</td>
<td>CDOT Region 6</td>
<td>$45,000</td>
<td>No</td>
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</table>

**Safety Total**

$7,941,210

**Section 5307**

1997-084  Preventive Maintenance: Transit Vehicle Overhaul and Maintenance  R T D  $40,665,817  No
1999-052  Colfax Avenue: Federal Blvd Bus Passenger Transfer Facility  R T D  $240,000  Yes

**Section 5307 Total**

$40,905,817

**Section 5308 Clean Fuels Program**

1999-053  Transit Vehicles: Purchase Vehicles  R T D  $1,346,712  No

**Section 5308 Clean Fuels Program Total**

$1,346,712

**Section 5309 Fixed Guideway**

1999-052  RTD Fixed Guideway Improvements, Upgrades and Maintenance  R T D  $4,503,301  No

**Section 5309 Fixed Guideway Total**

$4,503,301

**Section 5309 New Bus**

1999-053  Transit Vehicles: Purchase Vehicles  R T D  *  No

**Section 5309 New Bus Total**

$0

**Section 5309 New Start**

1999-027A Southeast Corridor: I-25 from Broadway to Lincoln Avenue and I-225 (LRT)  R T D  $78,408,000  Yes
2007-042  FasTracks: West Corridor  R T D  $4,900,500  Yes

**Section 5309 New Start Total**

$83,308,500

**Section 5316 Job Access & Rev.**

2005-083  Reverse Commute Transit Routes Improvements  R T D  $1,045,709  No

**Section 5316 Job Access & Rev. Comm. Total**

$1,045,709
### Annual Listing of Federally Obligated Projects   FY06

### Denver Regional Council of Governments

**Section 5317 New Freedom**

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
</tr>
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<tbody>
<tr>
<td>2007-065</td>
<td>RTD New Freedom Pool</td>
<td>R T D</td>
<td>$472,048</td>
<td>No</td>
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**Section 5317 New Freedom Total** $472,048

### STP Enhancement

<table>
<thead>
<tr>
<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Obligations</th>
<th>Bike/Ped</th>
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<tbody>
<tr>
<td>1999-044</td>
<td>US-6 Bikepath: C-470 to Clear Creek</td>
<td>Golden</td>
<td>* N/A</td>
<td></td>
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<tr>
<td>2003-008</td>
<td>Great Plains Park to Horseshoe Park Trail Connection</td>
<td>Aurora</td>
<td>$455,600</td>
<td>Yes</td>
</tr>
<tr>
<td>2003-009</td>
<td>Hutchinson Trail: Girard to Vassar And Noname Creek Trail: Yale to Flanders</td>
<td>Aurora</td>
<td>$414,000</td>
<td>Yes</td>
</tr>
<tr>
<td>2003-012</td>
<td>Skunk Creek Underpass: 27th Way</td>
<td>Boulder</td>
<td>$523,200</td>
<td>Yes</td>
</tr>
<tr>
<td>2003-013</td>
<td>Broadway Bike Lane: Iris to Norwood</td>
<td>Boulder</td>
<td>$50,400</td>
<td>Yes</td>
</tr>
<tr>
<td>2003-024</td>
<td>Bikeway Connection: Cuernavaca Park to UP Railroad Underpass at I-25</td>
<td>Denver</td>
<td>$156,000</td>
<td>Yes</td>
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<tr>
<td>2003-078</td>
<td>Farmers Highline Trail: 120th Avenue Underpass</td>
<td>Thornton</td>
<td>($600,000)</td>
<td>N/A</td>
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<tr>
<td>2003-121</td>
<td>Van Biber Creek Trail at Ward Road Underpass</td>
<td>Arvada</td>
<td>$498,816</td>
<td>Yes</td>
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<tr>
<td>2003-123</td>
<td>Broadway: Tufts to Bellevue Streetscape</td>
<td>Englewood</td>
<td>$76,000</td>
<td>No</td>
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<tr>
<td>2005-001</td>
<td>Niver Creek Trail: York Street Grade Separation</td>
<td>Adams County</td>
<td>$300,000</td>
<td>Yes</td>
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<tr>
<td>2005-005</td>
<td>Elmer's Path: Goose Creek to Valmont Connection/Grade Separation</td>
<td>Boulder</td>
<td>$300,000</td>
<td>Yes</td>
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<tr>
<td>2005-006</td>
<td>Colorado Avenue Bike lanes and Sidewalk: 30th Street to Folsom Street</td>
<td>Boulder</td>
<td>$515,000</td>
<td>Yes</td>
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<tr>
<td>2005-017</td>
<td>Region 1 Vacuum Sweeper Truck</td>
<td>CDOT Region 1</td>
<td>$237,000</td>
<td>No</td>
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<tr>
<td>2005-030</td>
<td>Wadsworth Boulevard: Weir Gulch Trail Grade Separation</td>
<td>Lakewood</td>
<td>$60,000</td>
<td>Yes</td>
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<tr>
<td>2005-040</td>
<td>Old Wadsworth Blvd: Big Dry Creek Trail Grade Separation</td>
<td>Westminster</td>
<td>$21,000</td>
<td>Yes</td>
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**STP Enhancement Total** $3,007,016

### STP Flexible

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<tbody>
<tr>
<td>1999-021</td>
<td>Ken Pratt Blvd: US-287 (Main Street) to SH-119</td>
<td>Longmont</td>
<td>$11,591</td>
<td>Yes</td>
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<tr>
<td>1999-109</td>
<td>120th Avenue: Lowell Boulevard</td>
<td>Broomfield County</td>
<td>($252,278)</td>
<td>N/A</td>
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**STP Flexible Total** ($240,687)

### STP Metro

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<tbody>
<tr>
<td>1997-003</td>
<td>C-470: I-70 to US-6 Ext Phase II (Ramps)</td>
<td>CDOT Region 6</td>
<td>* No</td>
<td></td>
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<tr>
<td>1999-014</td>
<td>Iliff Avenue: I-225 to Abilene Street</td>
<td>Aurora</td>
<td>$41,032</td>
<td>Yes</td>
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<tr>
<td>1999-015</td>
<td>Leetsdale Drive: Alameda Avenue to Mississippi Avenue</td>
<td>Denver</td>
<td>$151</td>
<td>No</td>
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<tr>
<td>1999-016</td>
<td>Quebec Street: SH-88 (Belleview Avenue)</td>
<td>Greenwood Village</td>
<td>($3,296)</td>
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<td>TIPID</td>
<td>Project Name</td>
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<td>Bike/Ped</td>
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<tr>
<td>1999-017</td>
<td>Wadsworth Boulevard: US-40 (Colfax Avenue)</td>
<td>Lakewood</td>
<td>($416,000)</td>
<td>N/A</td>
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<tr>
<td>1999-021</td>
<td>Ken Pratt Blvd: US-287 (Main Street) to SH-119</td>
<td>Longmont</td>
<td>*</td>
<td>Yes</td>
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<tr>
<td>1999-022</td>
<td>Buckley Road: Orchard Road to Arapahoe Road</td>
<td>Arapahoe County</td>
<td>($563,000)</td>
<td>N/A</td>
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<tr>
<td>2001-160</td>
<td>Kipling Street (SH-93): Alameda Avenue</td>
<td>Lakewood</td>
<td>$4,932</td>
<td>Yes</td>
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<td>2001-161</td>
<td>28th Street (US-36): Arapahoe Avenue to Boulder Creek Improvements</td>
<td>Boulder</td>
<td>($101)</td>
<td>N/A</td>
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<td>2001-163</td>
<td>Baseline Road: Broadway to US-36</td>
<td>Boulder</td>
<td>$244,512</td>
<td>Yes</td>
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<td>2001-168</td>
<td>Arapahoe Rd./Clinton St./Boston St. Operational Improvement</td>
<td>Greenwood Village</td>
<td>$1,150,146</td>
<td>Yes</td>
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<tr>
<td>2001-169</td>
<td>Federal Blvd: Alameda Ave to 6th Ave Widening</td>
<td>Denver</td>
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<td>Yes</td>
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<tr>
<td>2003-001</td>
<td>Quebec St: Evans Ave to 0.1 mi S of Iowa Ave Widening</td>
<td>Arapahoe County</td>
<td>($400,000)</td>
<td>N/A</td>
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<tr>
<td>2003-004</td>
<td>Wadsworth Bypass @ BNSFRR Grade Separation Environmental Study</td>
<td>Arvada</td>
<td>*</td>
<td>Yes</td>
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<tr>
<td>2003-005</td>
<td>Colfax Avenue: Peoria Street to Potomac Street Improvements</td>
<td>Aurora</td>
<td>($142,147)</td>
<td>N/A</td>
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<tr>
<td>2003-014</td>
<td>Operational Improvements on US-36, SH-7 and SH-93 for Transit</td>
<td>Boulder</td>
<td>$829,671</td>
<td>Yes</td>
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<tr>
<td>2003-025</td>
<td>Federal Blvd/Speer Boulevard Operational Improvement</td>
<td>Denver</td>
<td>$1,638,015</td>
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<td>2003-027</td>
<td>Broadway: 16th Avenue to 20th Avenue Reconstruction</td>
<td>Denver</td>
<td>$3,202,000</td>
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<tr>
<td>2003-028</td>
<td>Federal Blvd: Jewell Avenue to Louisiana Avenue Reconstruction</td>
<td>Denver</td>
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<td>Yes</td>
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<td>2003-032</td>
<td>County Line Rd: University to Colorado Widening</td>
<td>Douglas County</td>
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<td>N/A</td>
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<tr>
<td>2003-033</td>
<td>Arapahoe park-n-Ride Area Access Improvements</td>
<td>Greenwood Village</td>
<td>($162,709)</td>
<td>N/A</td>
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<tr>
<td>2003-070</td>
<td>Wadsworth Pkwy (SH-121): 120th Avenue (SH-128) Intersection Improvement</td>
<td>Broomfield County</td>
<td>*</td>
<td>Yes</td>
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<tr>
<td>2003-120</td>
<td>Parker Road/Dartmouth Avenue Operational Improvements</td>
<td>Aurora</td>
<td>$82,790</td>
<td>No</td>
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<tr>
<td>2005-029</td>
<td>Colfax Avenue: Simms Street Operational Improvements</td>
<td>Lakewood</td>
<td>$223,533</td>
<td>Yes</td>
</tr>
<tr>
<td>2005-071</td>
<td>US-36: McCaslin Blvd Interchange Improvement</td>
<td>Superior</td>
<td>*</td>
<td>Yes</td>
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<tr>
<td>2005-099</td>
<td>Pecos Street: Grade Separation at Union Pacific Railroad</td>
<td>Adams County</td>
<td>$491,964</td>
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**STP Metro Total**  
$6,221,493

**STP Safety**

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<th>TIPID</th>
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<th>Bike/Ped</th>
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<tr>
<td>2001-243</td>
<td>Kipling North: I-70 to 50th Ave</td>
<td>CDOT Region 6</td>
<td>($500)</td>
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**STP Safety Total**  
($500)
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<tr>
<td>2001-164</td>
<td>Parker Road and Quincy Avenue Operational Improvements</td>
<td>Aurora</td>
<td>$190,417</td>
<td>No</td>
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<tr>
<td>2001-214</td>
<td>Region 6 Surface Treatment Project - Various</td>
<td>CDOT Region 6</td>
<td>$32,957,470</td>
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**Surface Treatment Total**  
$33,147,887

**TCSP Discretionary**

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<th>TIPID</th>
<th>Project Name</th>
<th>Sponsor</th>
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<tbody>
<tr>
<td>2003-004</td>
<td>Wadsworth Bypass @ BNSFRR Grade Separation Environmental Study</td>
<td>Arvada</td>
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</table>

**TCSP Discretionary Total**  
$0

**FY2006 Total**  
$217,871,065

* - Indicates that this project was previously listed within the report under a different funding source and cannot be properly flagged as being obligated from a particular funding source. Even though the project is being listed within all its possible funding sources, the funding amount is only being listed in the funding source that is listed first alphabetically.