

Annual Listing of Federally Obligated Projects

FY 2010 (October 1, 2009 - September 30, 2010)

January 19, 2011

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.”¹

This report responds to the directive. It lists all transportation projects in the Denver region that were obligated in federal fiscal year 2010 (October 1, 2009 - September 30, 2010). 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 costs². 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. 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 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

¹ Title VI, Section 6001 (j)(7)(B)

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

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 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 TIP is the adopted list of public transit, roadway, bicycle, pedestrian, and 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. 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 three or four-year period.

The current TIP covers fiscal years 2008-2013 and was adopted on March 19, 2008. It has been amended regularly since adoption. Many of the projects in this obligation report are from the 2008-2013 TIP, though some projects from previous TIP's are included as well, depending on the date of obligation and the individual schedule of the particular project. The 2008-2013 TIP includes projects eligible for federal funding in FY10, which covers the period from October 2009 to September 2010.

Public Involvement

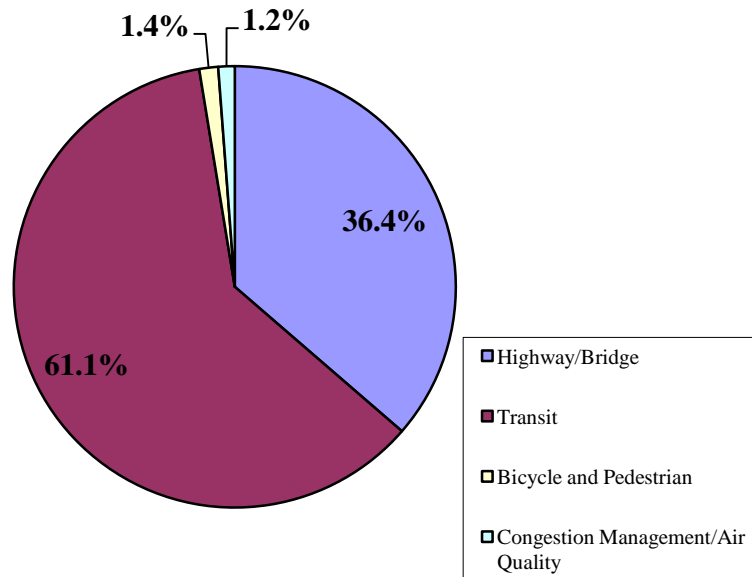
DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, 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 total of \$500.2 million was obligated in FY 2010 on 122 transportation projects. Some statistics regarding the FY2010 obligations include:

- \$181.9 million (36.4%) was for highway/bridge projects, \$305.5 million (61.1%) for transit projects, \$6.9 million (1.4%) for pedestrian and bicycle only projects, and \$6 million (1.2%) for congestion management and other air quality projects. The chart below illustrates these percentages:

FY 2010 Federally Obligated Project Summary



- The largest project obligation (\$156.8 million or 31.3% of the total) went towards construction of the West Corridor light rail line.
- 12 of the 122 projects had net obligations over \$10 million. Those projects accounted for 82% of the total amount obligated (\$411 of the \$500.2 million).
- 24 of the 122 projects had net obligations over \$3 million. Those projects accounted for almost 94% of the total amount obligated (\$469.9 of the \$500.2 million).
- In FY2009, additional funding was awarded and obligated as part of the American Recovery and Reinvestment Act (ARRA). In FY2010, this is one of the reasons the obligation levels are higher than in past years, similar to FY2009.

Obligation Report

This report is organized by TIP funding category. Within each TIP funding category, projects that have a net obligation in FY2010 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 the federal fiscal year (can be positive or negative)
- Total Project Cost, which lists the total project cost for the lifecycle of the project, regardless of the particular TIP cycle
- Total Federal Funds Awarded, which lists the total amount of federal funds awarded in the current TIP
- Total Federal Funds Remaining, which lists the programmed federal 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. 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 for sure 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, no local or state funds are reported as being obligated. Any other type of funding would be included within the Total Project Cost column as part of the total overall project cost. In FY10, federal funding was distributed through the following TIP categories:

- 1702-High Priority Projects and 1934-Transportation Improvements are funds earmarked for particular projects by Congress within the SAFETEA-LU federal transportation bill.
- 7th Pot projects are strategic high-priority transportation projects earmarked for funding by the state.
- Bridge Off-System and Bridge On-System can fund 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 funds are discretionary and additional funds (not formula funds) that the federal government may decide to award to the region.
- American Recovery and Reinvestment Act (ARRA) funds were signed into law by President Obama in February 2009. These funds function as a short-term economic

stimulus to the economy and were awarded based on existing formula-based allocation methods. ARRA funding is constructed to augment existing streams of transportation funding and is match-free, but carries additional reporting and timeline requirements. All funding types contained in this report that contain “ES” in its name are used to represent ARRA funding.

- Projects of National and Regional Significance (PNRS) funding provides funding for high cost projects of national or regional importance.
- Regional Priority Projects typically fund construction, widening, and reconstruction on roadways on the state highway system.
- RTD Local funds are funds awarded through a local sales tax increase dedicated to FasTracks.
- 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 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 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 5311 can be used in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-urbanized areas.
- Section 5316, or the Job Access and Reverse Commute (JARC) program, funds projects to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment.
- Section 5317, or the New Freedom program, can fund projects that seek to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.
- 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.
- 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, Community, and System Preservation (TCSP) funds can be used for planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives.

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- TIGER Discretionary Grants Program funds were awarded on a competitive basis for capital investments in surface transportation projects that will have a significant impact on the Nation, a metropolitan area or a region as part of ARRA.
 - Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) funds, provided by ARRA, provided funds to be distributed as discretionary grants to public transit agencies for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of public transportation systems.

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 project³.
- 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 [http://www.drcog.org/index.cfm?page=TransportationImprovementProgram\(TIP\)](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.

³ This report does not include the project phases.

Annual Listing of Federally Obligated Projects

Fiscal Year 2010

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
1702-High Priority Projects							
1999-001	I-25: Douglas Lane/Crystal Valley to Lincoln Avenue Widening	CDOT Region 1	\$1,371,119	No	\$243,880,000	\$3,650,000	\$0
1999-006	I-225: Parker Rd to 6th Ave Widening	CDOT Region 6	\$10,427,069	No	\$64,090,000	\$7,203,000	\$0
1999-008	I-70: SH-58 and Ward Rd (south ramps) Interchanges	CDOT Region 6	\$873,053	No	\$68,603,000	\$4,115,000	\$0
2003-003	Wadsworth Bypass: BNSFRR (Grandview) Grade Separation	Arvada	(\$681,163)	N/A	\$32,891,000	\$2,626,000	\$0
2003-074	Wadsworth Boulevard (SH-121): Bowles Avenue Interchange	Jefferson County	\$3,499,030	No	\$500,000	\$0	\$0
2003-112	C- 470: Santa Fe Drive Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
2005-044	Parker Rd: Arapahoe Rd New Interchange	Arapahoe County	*	No	\$51,218,000	\$20,844,000	\$0
2005-091	I-70: Brighton Blvd to Colorado Blvd Reconstruction	CDOT Region 6	\$3,352,997	No	\$37,095,000	\$1,501,000	\$0
2005-137	US-85: Bromley Rd New Interchange	Brighton	(\$1,704,700)	N/A	\$2,975,000	\$1,044,000	\$0
2007-029	120th Avenue Connection: Wadsworth Blvd to Allison St	Broomfield County	*	Yes	\$53,928,000	\$31,249,000	\$1,784,000
2007-067	Denver Union Station: Renovations	R T D	\$4,510,408	Yes	\$3,400,000	\$2,720,000	\$0
2007-082	56th Avenue: Quebec to Havana St Widening	Denver	\$10,698,549	No	\$18,821,000	\$5,346,000	\$0
2007-084	104th Ave (SH- 44): Colorado Blvd to Grand View Ponds	Thornton	\$2,187,615	Yes	\$3,599,000	\$1,191,000	\$0
2007-085	US-36: I-25 to Table Mesa Drive Improvements	CDOT Region 6	\$8,493,602	No	\$15,959,000	\$5,316,000	\$0
1702-High Priority Projects Total			\$43,027,579				

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
<u>1934-Transportation Improvements</u>							
2003-112	C-470: Santa Fe Drive Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
2005-099	Pecos Street: Grade Separation at Union Pacific Railroad	Adams County	*	N/A	\$23,847,000	\$12,644,000	\$0
2005-137	US-85: Bromley Rd New Interchange	Brighton	*	N/A	\$2,975,000	\$1,044,000	\$0
2007-029	120th Avenue Connection: Wadsworth Blvd to Allison St	Broomfield County	*	Yes	\$53,928,000	\$31,249,000	\$1,784,000
1934-Transportation Improvements Total			\$0				
<u>7th Pot</u>							
1999-001	I-25: Douglas Lane/Crystal Valley to Lincoln Avenue Widening	CDOT Region 1	*	No	\$243,880,000	\$3,650,000	\$0
2005-072	US-6: Wadsworth Blvd (SH-121) Interchange Reconstruction	CDOT Region 6	\$14,987,720	No	\$23,500,000	\$4,364,000	\$0
2005-091	I-70: Brighton Blvd to Colorado Blvd Reconstruction	CDOT Region 6	*	No	\$37,095,000	\$1,501,000	\$0
2007-057	Denver Union Station Intermodal Center	R T D	*	Yes	\$470,600,000	\$83,195,000	\$0
2007-157	US-36 BRT (Phase I): Multimodal Facilities and Connections Improvements	R T D	\$3,730,000	Yes	\$7,000,000	\$0	\$0
7th Pot Total			\$18,717,720				
<u>Bridge Off-System</u>							
2001-157	Holly Street: Cherry Creek	Denver	(\$33,155)	N/A	\$6,146,000	\$4,775,000	\$0
2005-098	Indiana Street: Croke Canal Bridge Replacement	Jefferson County	(\$99,374)	N/A	\$690,000	\$352,000	\$0
2005-110	Dahlia Street: O'Brien Canal Bridge Reconstruction	Adams County	(\$11,731)	N/A	\$800,000	\$0	\$0
2007-146	160th Avenue: Bull Canal	Thornton	\$20,000	No	\$388,000	\$310,000	\$0
Bridge Off-System Total			(\$124,260)				

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
<u>Bridge On-System</u>							
2005-105	US-285 (Hampden): SH-121 (Wadsworth) Bridge	CDOT Region 6	\$7,465,758	No	\$460,000	\$0	\$0
2007-080	Region 6 Bridge On-System Pool	CDOT Region 6	\$6,105,585	No	\$84,948,000	\$0	\$0
<i>Bridge On-System Total</i>			<i>\$13,571,343</i>				
<u>Congestion Mitigation / Air Quality</u>							
1997-045	Regional Traffic Signal System Improvement Program	DRCOG	\$4,455,417	No	\$53,345,000	\$14,800,000	\$0
1999-097	Regional Transportation Demand Management Program Pool	DRCOG	(\$123,794)	N/A	\$11,377,000	\$2,975,000	\$0
2005-004	30th Street Bike Lanes: Arapahoe to Pearl	Boulder	\$3,348,028	Yes	\$4,378,000	\$2,978,000	\$0
2005-026	Regional Intelligent Transportation System Pool	DRCOG	\$164,234	No	\$6,865,000	\$3,300,000	\$0
2007-003	SH-119: LoBo Trail Connections	Boulder County	*	Yes	\$3,600,000	\$2,200,000	\$0
2007-006	Nine Mile Station (Parker Rd): Bicycle/Pedestrian Bridge	Aurora	(\$40,000)	N/A	\$0	\$0	\$0
2007-021	Kipling Parkway: Ridge Road to 58th Ave Multi-Use Path	Arvada	\$227,512	Yes	\$469,000	\$128,000	\$0
2007-024	Dry Creek: Bicycle/Pedestrian Bridge Extension	Arapahoe County	(\$698,725)	N/A	\$1,337,000	\$987,000	\$0
2007-039	South Thornton call-n-Ride	Thornton	\$130,000	No	\$610,000	\$260,000	\$0
2007-042	West Corridor LRT Line Rapid Transit	R T D	*	Yes	\$709,752,000	\$277,881,000	\$29,580,000
2007-044	FasTracks CMAQ Projects	R T D	\$6,780,738	Yes	\$75,000,000	\$39,000,000	\$16,500,000
2007-045	30th Street: First Phase Access Improvements to Boulder Transit Village	Boulder	\$2,342,000	Yes	\$3,977,000	\$2,542,000	\$0
2007-057	Denver Union Station Intermodal Center	R T D	*	Yes	\$470,600,000	\$83,195,000	\$0
2007-150	Hampden Ave: Monaco Street to I-25 Sidewalk Gap Closures	Denver	\$18,593	Yes	\$354,000	\$248,000	\$0
2008-005	East Corridor: 38th/Blake Station Operational Study	Denver	\$124,000	No	\$155,000	\$124,000	\$0
2008-008	Evans Operational Improvements: Broadway to Delaware	Denver	\$750,000	Yes	\$4,715,000	\$2,358,000	\$1,793,000
2008-011	I-225 Corridor: Florida Station Area Master Plan	Aurora	\$80,000	No	\$130,000	\$80,000	\$0
2008-012	Northwest Corridor: South Westminster Station Area Concept Plan (71st / Lowell)	Westminster	\$75,000	No	\$150,000	\$75,000	\$0

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
2008-013	Welton/Downing Corridor: Stations Master Plan	Denver	\$120,000	No	\$150,000	\$120,000	\$0
2008-014	North Metro Corridor: Coliseum/Stock Show Station Area Master Plan	Denver	\$120,000	No	\$150,000	\$120,000	\$0
Congestion Mitigation / Air Quality Total			\$17,743,003				

Congestion Relief

1999-060b	Region 6 Courtesy Patrol	CDOT Region 6	\$1,463,921	No	\$13,900,000	\$0	\$0
2001-169	Federal Blvd: Alameda Ave to 6th Ave Widening	Denver	(\$443,872)	N/A	\$29,352,000	\$4,045,000	\$0
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2005-031	Union Boulevard: 4th to 6th Street Operational Improvements	Lakewood	(\$49,674)	N/A	\$903,000	\$0	\$0
2005-044	Parker Rd: Arapahoe Rd New Interchange	Arapahoe County	*	No	\$51,218,000	\$20,844,000	\$0
2007-072	Region 1 Congestion Relief Pool	CDOT Region 1	\$883,584	No	\$3,961,000	\$0	\$0
2007-093	Region 6 Congestion Relief Pool	CDOT Region 6	\$923,429	No	\$27,024,000	\$0	\$0
2007-135	SH- 42: S. Boulder Rd	CDOT Region 4	\$960,364	No	\$2,500,000	\$0	\$0
2007-158	I-25: Santa Fe Dr. to Alameda Ave. Interchange Improvements (Valley Hwy Ph I and II)	CDOT Region 6	*	No	\$104,984,000	\$35,400,000	\$0
Congestion Relief Total			\$3,737,752				

Congressional Allocation

1999-006	I-225: Parker Rd to 6th Ave Widening	CDOT Region 6	*	No	\$64,090,000	\$7,203,000	\$0
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2003-112	C- 470: Santa Fe Dr Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
2007-148	Colorado Boulevard/Dahlia Street: 88th Avenue	Thornton	\$1,662,000	No	\$1,980,000	\$1,980,000	\$0
2008-041	I-225 Widening: Mississippi to Parker/Yale Bridge Impacts	CDOT Region 6	*	No	\$3,738,000	\$738,000	\$0

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
Congressional Allocation Total			\$1,662,000				
<u>ES9-CDOT</u>							
2001-154	US-85: Titan Rd to Meadows Pkwy Widening	CDOT Region 1	\$289,765	No	\$121,248,000	\$5,851,000	\$0
2001-214	Region 6 Surface Treatment Pool	CDOT Region 6	*	No	\$345,052,000	\$50,354,000	\$0
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2003-112	C-470: Santa Fe Dr Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
2003-124	US-285: Foxton Rd to Richmond Hill Rd Widening	CDOT Region 1	\$1,196,027	No	\$26,885,000	\$8,400,000	\$0
2005-072	US-6: Wadsworth Blvd (SH-121) Interchange Reconstruction	CDOT Region 6	*	No	\$23,500,000	\$4,364,000	\$0
2005-104	I-76: UPRR & SH-224 Bridge	CDOT Region 6	(\$1,032,907)	N/A	\$14,080,000	\$12,150,000	\$0
2007-101	I-76: 96th Avenue Interchange Reconstruction	CDOT Region 6	*	No	\$4,590,000	\$2,500,000	\$0
2007-158	I-25: Santa Fe Dr. to Alameda Ave. Interchange Improvements (Valley Hwy Ph I and II)	CDOT Region 6	\$33,447,164	No	\$104,984,000	\$35,400,000	\$0
ES9-CDOT Total			\$33,900,049				
<u>Faster Safety</u>							
2008-078	Region 6 FASTER Pool	CDOT Region 6	\$82,790	Yes	\$62,794,000	\$0	\$0
Faster Safety Total			\$82,790				
<u>PNRS Discretionary</u>							
2007-057	Denver Union Station Intermodal Center	R T D	\$41,294,448	Yes	\$470,600,000	\$83,195,000	\$0
PNRS Discretionary Total			\$41,294,448				

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
<u>Regional Priority Projects</u>							
1997-033	Arapahoe Rd (SH-7): Cherryvale Road to N 75th Street	CDOT Region 4	\$2,443,361	No	\$30,948,000	\$0	\$0
1999-006	I-225: Parker Rd to 6th Ave Widening	CDOT Region 6	*	No	\$64,090,000	\$7,203,000	\$0
1999-008	I-70: SH-58 and Ward Rd (south ramps) Interchanges	CDOT Region 6	*	No	\$68,603,000	\$4,115,000	\$0
2001-154	US-85: Titan Rd to Meadows Pkwy Widening	CDOT Region 1	*	No	\$121,248,000	\$5,851,000	\$0
2001-214	Region 6 Surface Treatment Pool	CDOT Region 6	*	No	\$345,052,000	\$50,354,000	\$0
2001-252	SH-119: SH-52 New Interchange	CDOT Region 4	(\$250,412)	N/A	\$23,508,000	\$0	\$0
2003-112	C-470: Santa Fe Dr Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
2003-124	US-285: Foxton Rd to Richmond Hill Rd Widening	CDOT Region 1	*	No	\$26,885,000	\$8,400,000	\$0
2005-091	I-70: Brighton Blvd to Colorado Blvd Reconstruction	CDOT Region 6	*	No	\$37,095,000	\$1,501,000	\$0
2005-104	I-76: UPRR & SH-224 Bridge	CDOT Region 6	*	No	\$14,080,000	\$12,150,000	\$0
2005-136	Design Pool: Region 6 Misc/Design	CDOT Region 6	\$2,521,735	No	\$21,428,000	\$0	\$0
2007-029	120th Avenue Connection: Wadsworth Blvd to Allison St	Broomfield County	*	Yes	\$53,928,000	\$31,249,000	\$1,784,000
2007-080	Region 6 Bridge On-System Pool	CDOT Region 6	*	No	\$84,948,000	\$0	\$0
2007-158	I-25: Santa Fe Dr. to Alameda Ave. Interchange Improvements (Valley Hwy Ph I and II)	CDOT Region 6	*	No	\$104,984,000	\$35,400,000	\$0
2008-041	I-225 Widening: Mississippi to Parker/Yale Bridge Impacts	CDOT Region 6	\$2,736,300	No	\$3,738,000	\$738,000	\$0
<i>Regional Priority Projects Total</i>			<i>\$7,450,984</i>				
<u>RTD Funds Only</u>							
2005-104	I-76: UPRR & SH-224 Bridge	CDOT Region 6	*	No	\$14,080,000	\$12,150,000	\$0
2007-057	Denver Union Station Intermodal Center	R T D	*	Yes	\$470,600,000	\$83,195,000	\$0
2007-059	Southeast Corridor Extension: Lincoln Avenue to Ridge Gate Parkway	R T D	\$1,031,210	Yes	\$164,000,000	\$0	\$0
<i>RTD Funds Only Total</i>			<i>\$1,031,210</i>				

TIPID	Project Name	Sponsor	Obligations	Bike/Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>Safety</u>							
1999-063	Region 6 Traffic Signals Pool	CDOT Region 6	(\$44,805)	N/A	\$3,030,000	\$0	\$0
2001-167	28th Street: Iris Ave Operational Improvements	Boulder	(\$437)	N/A	\$817,000	\$0	\$0
2001-225	Region 6 Hot Spot Pool	CDOT Region 6	\$2,088,132	No	\$4,162,000	\$0	\$0
2003-003	Wadsworth Bypass: BNSFRR (Grandview) Grade Separation	Arvada	*	N/A	\$32,891,000	\$2,626,000	\$0
2005-097	Havana Street (SH-30): Parker Rd Signal System Update	CDOT Region 6	\$50,000	No	\$515,000	\$0	\$0
2005-102	US-285 (Hampden): C- 470 WB to NB Ramp Improvements	CDOT Region 6	\$6,168	No	\$300,000	\$0	\$0
2007-081	Region 6 Hazard Elimination Pool	CDOT Region 6	\$2,158,659	No	\$48,659,000	\$0	\$0
2007-101	I-76: 96th Avenue Interchange Reconstruction	CDOT Region 6	\$221,761	No	\$4,590,000	\$2,500,000	\$0
2007-103	I-76: Sheridan Road to Bromley Lane Operational Improvements	CDOT Region 6	(\$208,110)	N/A	\$2,200,000	\$0	\$0
2007-107	US-285: Sherman St and Brady Ct Signal Upgrades	CDOT Region 6	(\$41,035)	N/A	\$800,000	\$0	\$0
2007-144	Safe Routes to School Pool	CDOT	\$101,146	Yes	\$1,808,000	\$0	\$0
Safety Total			\$4,331,479				
<u>Section 5307</u>							
1997-084	Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	R T D	\$54,904,269	No	\$666,083,000	\$293,125,000	\$100,800,00
2008-075	Southwest Plaza Transfer Station	R T D	\$936,000	Yes	\$1,850,000	\$936,000	\$93,600
Section 5307 Total			\$55,840,269				
<u>Section 5307 ES</u>							
2007-057	Denver Union Station Intermodal Center	R T D	*	Yes	\$470,600,000	\$83,195,000	\$0
Section 5307 ES Total			\$0				

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
<u>Section 5308 Clean Fuels Program</u>							
1999-053	RTD Transit Vehicles: Purchase Vehicles	R T D	\$1,758,719	No	\$12,756,000	\$10,258,000	\$2,281,000
Section 5308 Clean Fuels Program Total			\$1,758,719				
<u>Section 5309 Fixed Guideway</u>							
1999-052	RTD Fixed Guideway Improvements, Upgrades, and Maintenance	R T D	\$23,999,629	No	\$81,472,000	\$43,674,000	\$10,000,000
Section 5309 Fixed Guideway			\$23,999,629				
<u>Section 5309 New Bus</u>							
1999-053	RTD Transit Vehicles: Purchase Vehicles	R T D	*	No	\$12,756,000	\$10,258,000	\$2,281,000
1999-115	CASTA Senior Resources, Purchase Vehicles	Seniors Resource	\$256,064	No	\$2,250,000	\$1,119,000	\$0
2007-057	Denver Union Station Intermodal Center	R T D	*	Yes	\$470,600,000	\$83,195,000	\$0
2008-033	Bus Maintenance Facility Upgrades	R T D	*	No	\$4,600,000	\$3,770,000	\$0
Section 5309 New Bus Total			\$256,064				
<u>Section 5309 New Start</u>							
2007-042	West Corridor LRT Line Rapid Transit	R T D	\$156,822,000	Yes	\$709,752,000	\$277,881,000	\$29,580,000
Section 5309 New Start Total			\$156,822,000				

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
<u>Section 5309 New Start-ES</u>							
2007-042	West Corridor LRT Line Rapid Transit	R T D	*	Yes	\$709,752,000	\$277,881,000	\$29,580,000
Section 5309 New Start-ES Total			\$0				
<u>Section 5310</u>							
1999-115	CASTA Senior Resources, Purchase Vehicles	Seniors Resource	*	No	\$2,250,000	\$1,119,000	\$0
2001-233	SRC Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Seniors Resource	\$263,185	No	\$1,109,000	\$179,000	\$0
2001-234	Special Transit Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Special Transit	\$389,050	No	\$2,986,000	\$300,000	\$0
Section 5310 Total			\$652,235				
<u>Section 5311</u>							
2001-233	SRC Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Seniors Resource	*	No	\$1,109,000	\$179,000	\$0
2001-234	Special Transit Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Special Transit	*	No	\$2,986,000	\$300,000	\$0
Section 5311 Total			\$0				
<u>Section 5316 Job Access & Rev.</u>							
2007-064	RTD Job Access/Reverse Commute Pool	R T D	\$1,647,782	No	\$14,707,000	\$6,016,000	\$3,106,000
Section 5316 Job Access & Rev. Comm.			\$1,647,782				

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
<u>Section 5317 New Freedom</u>							
2007-065	RTD New Freedom Pool	R T D	\$2,173,990	Yes	\$4,772,000	\$2,947,000	\$944,000
<i>Section 5317 New Freedom Total</i>			<i>\$2,173,990</i>				
<u>STP Enhancement</u>							
2003-008	Great Plains Park to Horseshoe Park Trail Connection	Aurora	(\$617)	N/A	\$707,000	\$455,000	\$0
2003-015	28th Street Pedestrian Crossings: Three Points from Pearl to Iris Ave.	Boulder	(\$35,782)	N/A	\$990,000	\$395,000	\$0
2003-023	Quincy Avenue Bikeway	Denver	(\$307,841)	N/A	\$1,309,000	\$600,000	\$0
2003-121	Van Bibber Creek Trail at Ward Road Underpass	Arvada	(\$7,488)	N/A	\$858,000	\$600,000	\$0
2003-123	Broadway: Tufts to Belleview Streetscape	Englewood	(\$70,950)	N/A	\$900,000	\$600,000	\$0
2005-005	Elmer's Path: Goose Creek to Valmont Connection/Grade Separation	Boulder	\$900,000	Yes	\$3,445,000	\$1,722,000	\$0
2007-003	SH-119: LoBo Trail Connections	Boulder County	\$1,138,000	Yes	\$3,600,000	\$2,200,000	\$0
2007-017	Bear Creek Trail: Fenton Street to Lamar Street	Denver	\$27,159	Yes	\$863,000	\$475,000	\$0
2007-030	US- 36: 3rd Ave to 5th Ave Reconstruction and Streetscape Improvements	Lyons	*	Yes	\$989,000	\$929,000	\$0
2007-046	Folsom Street: Regent Drive Underpass	Univ of Colorado	(\$322,400)	N/A	\$4,553,000	\$2,694,000	\$0
2008-002	Bear Creek Trail Construction Phase 2: South Lamar St to Wadsworth Blvd	Denver	\$701,000	Yes	\$1,000,000	\$700,000	\$0
2008-017	Hwy 119/72: Eldora Rd. to 2nd Street	Nederland	\$60,000	Yes	\$725,000	\$606,000	\$0
2008-097	Coal Creek Bike/Ped Trail Extension	Erie	\$106,799	Yes	\$483,000	\$386,000	\$0
2008-099	SH-121 / Wadsworth Boulevard Bike/Ped Facility	Wheat Ridge	\$61,839	Yes	\$780,000	\$624,000	\$0
<i>STP Enhancement Total</i>			<i>\$2,189,719</i>				
<u>STP Enhancement ES</u>							
2007-024	Dry Creek: Bicycle/Pedestrian Bridge Extension	Arapahoe County	*	Yes	\$1,337,000	\$987,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2007-030	US- 36: 3rd Ave to 5th Ave Reconstruction and Streetscape Improvements	Lyons	\$119,000	Yes	\$989,000	\$929,000	\$0
2007-031	C- 470: Indiana Street/US-6 Bike Path Extension	Lakewood	\$516,255	Yes	\$828,000	\$200,000	\$0
2008-017	Hwy 119/72: Eldora Rd. to 2nd Street	Nederland	*	Yes	\$725,000	\$606,000	\$0
2008-048	Leon Wurl Pkwy On-Street Bike Lanes: Bonanza Dr. to I-25	Erie	(\$145,934)	N/A	\$733,000	\$733,000	\$0
2008-051	Bike/Ped Intersection Improvements: Spruce St. and Folsom St.	Boulder	(\$45,000)	N/A	\$318,000	\$318,000	\$0
2008-052	Boulder ADA Pedestrian Access Improvements	Boulder	\$235,000	Yes	\$758,000	\$758,000	\$0
2008-053	US-36 Trail: Bradburn Blvd. from 73rd Ave. to Turmpike Dr. Reconstruction/Upgrade	Westminster	(\$40,000)	N/A	\$260,000	\$260,000	\$0
2008-069	Bike Lanes on County Line Rd. South	Erie	\$388,000	Yes	\$433,000	\$433,000	\$0
2008-084	SH-157 Trail Project: Goose Creek to N. of Valmont	Boulder	*	Yes	\$475,000	\$435,000	\$0

STP Enhancement ES Total**\$1,217,321****STP Metro**

1995-244	Washington Street/38th Ave: South Platte River to Denver I-70 Widening		(\$92,121)	N/A	\$200,000	\$0	\$0
2001-159	Broadway (SH-93/SH-7): University to Pine Reconstruction	Boulder	(\$32,493)	N/A	\$3,590,000	\$1,795,000	\$0
2001-169	Federal Blvd: Alameda Ave to 6th Ave Widening	Denver	*	N/A	\$29,352,000	\$4,045,000	\$0
2001-223	Regional Travel Model Development	DRCOG	(\$4,518)	N/A	\$8,500,000	\$1,000,000	\$0
2003-014	Operational Improvements on US-36 and SH-93 for Transit	Boulder	(\$864,815)	N/A	\$4,097,000	\$0	\$0
2003-025	Federal Blvd/Speer Boulevard Operational Improvement	Denver	(\$187,709)	N/A	\$2,321,000	\$742,000	\$0
2003-027	Broadway: 16th Avenue to 20th Avenue Reconstruction	Denver	(\$534,135)	N/A	\$4,819,000	\$3,202,000	\$0
2003-028	Federal Blvd: Jewell Avenue to Louisiana Avenue Reconstruction	Denver	\$160,382	Yes	\$7,470,000	\$4,963,000	\$0
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2003-075	Arapahoe Road: I-25 to Parker Rd Corridor Study	Arapahoe County	(\$2,627)	N/A	\$800,000	\$640,000	\$0

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
2003-112	C-470: Santa Fe Dr Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
2003-119	Leetsdale Drive/Mississippi Ave Intersection Improvements	Denver	(\$35,357)	N/A	\$900,000	\$0	\$0
2005-031	Union Boulevard: 4th to 6th Street Operational Improvements	Lakewood	*	N/A	\$903,000	\$0	\$0
2005-041	Sheridan Blvd: 104th Avenue Operational Improvements	Westminster	(\$35,666)	N/A	\$2,969,000	\$1,191,000	\$0
2005-044	Parker Rd: Arapahoe Rd New Interchange	Arapahoe County	\$19,181,542	No	\$51,218,000	\$20,844,000	\$0
2005-099	Pecos Street: Grade Separation at Union Pacific Railroad	Adams County	*	No	\$23,847,000	\$12,644,000	\$0
2007-016	Broadway: Yale Avenue to Wesley Avenue Reconstruction	Denver	\$3,053,677	Yes	\$5,000,000	\$3,040,000	\$0
2007-018	Colfax Avenue (US-40): Tremont/13th/Delaware Intersection Improvements	Denver	\$661,000	Yes	\$1,501,000	\$661,000	\$0
2007-029	120th Avenue Connection: Wadsworth Blvd to Allison St	Broomfield County	\$923,386	Yes	\$53,928,000	\$31,249,000	\$1,784,000
2007-042	West Corridor LRT Line Rapid Transit	R T D	*	Yes	\$709,752,000	\$277,881,000	\$29,580,000
2007-049	Pearl Street: 30th Street Intersection Improvements	Boulder	\$274,987	Yes	\$800,000	\$340,000	\$0
2007-143	Colfax Avenue (US 40): Kipling Street (SH 391) Operational Improvements	Lakewood	(\$14,346)	N/A	\$3,750,000	\$1,250,000	\$0
2008-008	Evans Operational Improvements: Broadway to Delaware	Denver	*	Yes	\$4,715,000	\$2,358,000	\$1,793,000
2008-019	Parker: Orchard Intersection Operational Improvements	CDOT Region 6	(\$83,126)	N/A	\$900,000	\$650,000	\$0
2008-084	SH-157 Trail Project: Goose Creek to N. of Valmont	Boulder	\$458,077	Yes	\$475,000	\$435,000	\$0

STP Metro Total

\$22,826,138

STP Metro ES

2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	\$14,688,381	No	\$45,783,000	\$30,904,000	\$0
2003-112	C-470: Santa Fe Drive Interchange Reconstruction	Douglas County	\$17,540,877	No	\$29,984,000	\$11,815,000	\$0
2005-099	Pecos Street: Grade Separation at Union Pacific Railroad	Adams County	(\$4,988,400)	No	\$23,847,000	\$12,644,000	\$0

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
2007-029	120th Avenue Connection: Wadsworth Blvd to Allison St	Broomfield County	*	Yes	\$53,928,000	\$31,249,000	\$0
2007-057	Denver Union Station Intermodal Center	R T D	*	Yes	\$470,600,000	\$83,195,000	\$0
2008-052	Boulder ADA Pedestrian Access Improvements	Boulder	*	Yes	\$758,000	\$758,000	\$0
2008-054	Denver Bikeway Mobility Enhancements	Denver	(\$61,274)	N/A	\$250,000	\$250,000	\$0
2008-070	Huron Street Reconstruction: 104th to 112th St.	Northglenn	\$4,110,208	No	\$4,203,000	\$3,904,000	\$0
2008-072	74th Avenue Bike Lanes: Kipling to Carr	Arvada	\$284,157	Yes	\$350,000	\$300,000	\$0
2008-084	SH-157 Trail Project: Goose Creek to N of Valmont	Boulder	*	Yes	\$475,000	\$435,000	\$0
STP Metro ES Total			\$31,573,949				
<u>Surface Treatment</u>							
2001-154	US-85: Titan Rd to Meadows Pkwy Widening	CDOT Region 1	*	No	\$121,248,000	\$5,851,000	\$0
2001-214	Region 6 Surface Treatment Pool	CDOT Region 6	\$12,964,265	No	\$345,052,000	\$50,354,000	\$0
2007-158	I-25: Santa Fe Dr. to Alameda Ave. Interchange Improvements (Valley Hwy Ph I and II)	CDOT Region 6	*	No	\$104,984,000	\$35,400,000	\$0
Surface Treatment Total			\$12,964,265				
<u>TCSP Discretionary</u>							
2001-154	US-85: Cook Ranch Rd to Meadows Pkwy Widening	CDOT Region 1	*	No	\$121,248,000	\$5,851,000	\$0
2005-044	Parker Rd: Arapahoe Rd New Interchange	Arapahoe County	*	No	\$51,218,000	\$20,844,000	\$0
TCSP Discretionary Total			\$0				

<i>TIPID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Obligations</i>	<i>Bike/Ped</i>	<i>Total Cost</i>	<i>Fed. Total</i>	<i>Fed. Funds Remaining</i>
<u>TIGER (ARRA)</u>							
2008-086	US-36: Boulder to Denver Managed Lanes/BRT	CDOT	\$900,000	No	\$900,000	\$900,000	\$0
<i>TIGER (ARRA) Total</i>			<i>\$900,000</i>				
<u>TIGGER (ARRA)</u>							
2008-033	Bus Maintenance Facility Upgrades	R T D	\$770,000	No	\$4,600,000	\$3,770,000	\$0
2008-074	Boulder Bus Maintenance Facility Heating Upgrades	R T D	\$325,000	No	\$390,000	\$325,000	\$0
<i>TIGGER (ARRA) Total</i>			<i>\$1,095,000</i>				
<u>Unfunded/Future Determination</u>							
2003-028	Federal Blvd: Jewell Avenue to Louisiana Avenue Reconstruction	Denver	*	Yes	\$7,470,000	\$4,963,000	\$0
<i>Unfunded/Future Determination Total</i>			<i>\$0</i>				
<i>FY2010 Total</i>			<i>\$500,255,045</i>				

* - 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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