



# Annual Listing of Federally Obligated Projects

FY 2015 (October 1, 2014 - September 30, 2015)

January 20, 2016



## 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>*

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.

This report responds to the directive set forth in statute. It lists all surface transportation projects in the Denver region that were obligated in federal fiscal year 2015 (October 1, 2014 - September 30, 2015).

## 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](#)). DRCOG develops its positions by working with elected

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<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/fifahwy/ffahappa.htm>. February 20, 2015.

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 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 defined as 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 FY2015 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 other TIP's.

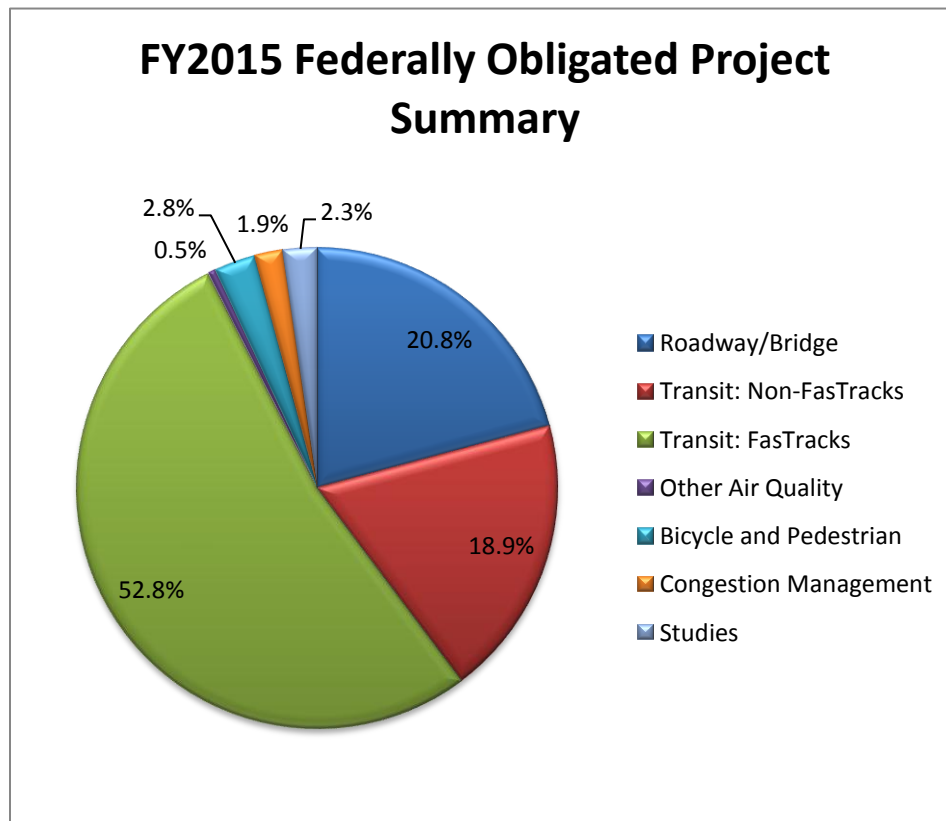
### Public Involvement

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 \$305.8 million was obligated in FY2015 on 69 transportation projects. Some statistics regarding the FY2015 obligations include:

- \$161.3 million (52.8%) was for RTD FasTracks projects, \$63.7 million (20.8%) for roadway/bridge projects, \$57.8 million (18.9%) for non-FasTracks transit projects, \$8.5 million (2.8%) for bicycle and pedestrian projects<sup>3</sup>, \$6.9 million (2.3%) for studies, \$5.8 million (1.9%) for congestion management projects, and \$1.6 million (0.5%) for other air quality projects. The chart below illustrates these percentages:



- The largest project obligation (\$154.5 million or 50.6% of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- Only 4 of the 69 projects had net obligations over \$10 million, yet those projects accounted for 71.7% of the net amount obligated (\$219.2 of the \$305.8 million).
- The mean amount obligated per project was \$4.7 million while the median amount obligated per project was \$565,130. Deobligations were not counted in these calculations.

<sup>3</sup> Stand-alone bicycle and pedestrian projects only. Calculation does not include other projects with a bicycle/pedestrian element.

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## Obligation Report

This report is organized by TIP project sponsor. Information that is shown about each project includes:

- Sponsor, lists the agency that is financially responsible for the TIP project
- Project Name
- TIP Identification (TIP ID), is a unique number given to each project selected for inclusion into a DRCOG TIP
- Funding Type, identifies the federal program that funds the project
- Obligations, is the sum of all the obligations that occurred for that particular TIP project in FY2015
- Bike/Ped, indicates if bike/ped infrastructure is part of the project
- Total Cost, lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Federal Total, lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active (may or may not be the current TIP)
- Total Federal Funds Remaining, lists the programmed federal transportation funds in the current TIP that are remaining for the project.

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 Cost column as part of the total overall project cost. For the purposes of this report in FY2015, 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.
- Faster Safety is a CDOT program to fund critical roadway safety projects. The funds depicted in this report are from federal sources only.
- Federal Emergency funds are allocated to repair damage from and mitigate future harm from an emergency, natural disaster, or other major unforeseen event.
- The RAMP program accelerates funding for projects on the state highway system and transit projects. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- 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 5311 fund capital and operating assistance grants for transit service 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.
- 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.
- Section 5339 funds are FTA funds to be used to replace, rehabilitate, and purchases buses and other transit vehicles as well as to construct bus-related facilities.
- 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 Commission Contingency Reserve Funds are CDOT Transportation Commission controlled funds to be used at its. The funds depicted in this report are from federal sources only.
- 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.
- The Workforce Initiative Now (WIN) program brings transportation, education, and business leaders together to train, hire, develop and retain transit workers eager to work on federally-funded transportation infrastructure projects.

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 deobligations, depicted with ( ). 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.

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- 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>4</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. 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>4</sup> This report does not include the project phases.



Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Arapahoe County	Highline Canal Trail: Iliff Avenue Bike/Ped Underpass	2008-094	STP Enhancement/TAP	\$156,482	Yes	\$2,300,000	\$1,800,000	\$0
Arapahoe County	I-25/Arapahoe Rd Interchange Reconstruction	2012-043	STP Metro	\$2,192,846	No	\$69,000,000	\$4,200,000	\$0
Arvada	West 72nd Ave. Bike/Ped Project	2008-096	STP Enhancement/TAP	\$18,837	Yes	\$465,000	\$372,000	\$0
Arvada	Kipling Pkwy Underpass: Van Bibber Trail Extension from W 56th Pl to Grandview Ave	2012-045	STP Metro	\$26,916	Yes	\$2,000,000	\$1,600,000	\$0
Aurora	Nine Mile Station: Bike/Ped Access Improvements	2012-071	STP Enhancement/TAP	\$33,944	Yes	\$619,000	\$476,000	\$0
Boulder	Pearl Pkwy: 30th St to Foothills Pkwy/SH-157	2012-001	CMAQ	\$3,106,403	Yes	\$5,000,000	\$4,000,000	\$0
Boulder	SH-119 Reconstruction: 28th/US-36 to East of 30th St	2012-039	STP Metro	\$120,019	Yes	\$4,400,000	\$2,800,000	\$0
Boulder	Foothills Pkwy/SH-157 Operational Improvements: Diagonal Hwy to Valmont Rd	2012-040	STP Metro	\$414,684	Yes	\$830,000	\$600,000	\$0
Boulder	28th St/US-36 Multi-use Bike/Ped Path: Iris Ave to Yarmouth Ave	2012-055	STP Enhancement/TAP	\$34,713	Yes	\$2,224,000	\$1,224,000	\$0
Boulder County	SH-119/Airport Rd Bike/Ped Underpass: City of Longmont	2012-058	CMAQ	\$815,000	Yes	\$2,488,000	\$1,057,000	\$0
Boulder County	SH-119/Airport Rd Bike/Ped Underpass: City of Longmont	2012-058	STP Metro	\$142,000	Yes	\$2,488,000	\$1,057,000	\$0
Brighton	US- 85: Bromley Rd New Interchange	2005-137	1702- High Priority Projects	\$169,397	No	\$2,975,000	\$1,044,000	\$0
Broomfield County	120th Ave Connection: Wadsworth Blvd to US-287	2007-029	STP Metro	\$5,092,755	Yes	\$80,073,000	\$20,914,000	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$248,138	Yes	\$4,909,000	\$0	\$0
CDOT	CDOT Job Access/Reverse Commute Pool	2012-069	Section 5316 JARC	\$97,668	No	\$840,000	\$488,000	\$0
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$1,075,230	No	\$7,960,000	\$1,305,000	\$1,305,000
CDOT	Operating and Capital (FTA 5311)	2016-065	Section 5311	\$535,260	No	\$642,000	\$535,000	\$535,000
CDOT Region 1	East I-70 Corridor: Environmental Study (I-25/Pena Blvd)	2001-259a	RPP (Federal Funding Obligations)	\$6,065,681	No	\$29,771,000	\$0	\$0
CDOT Region 1	US-285: Foxton Rd to Richmond Hill Rd Widening	2003-124	RPP (Federal Funding Obligations)	(\$36,852)	N/A	\$28,126,000	\$0	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$6,236,262	No	\$22,485,000	\$0	\$0
CDOT Region 1	Region 1 Hot Spot Pool	2007-074	Safety	\$25,379	No	\$5,151,000	\$0	\$0
CDOT Region 1	Region 1 Safety (Surface Treatment) Enhancement Pool	2007-076	Safety	\$4,690	No	\$4,109,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$2,686,856	No	\$40,084,000	\$0	\$0
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$138,683	No	\$624,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment (Federal Funding Obligations)	\$14,376,311	No	\$190,800,000	\$0	\$0
CDOT Region 1	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	2007-158	Faster Safety (Federal Funding Obligations)	(\$1,381,280)	N/A	\$144,226,000	\$0	\$0
CDOT Region 1	SH-79 Realignment & Grade Separation/Flyover (Bennett)– PEL Study	2008-116	RPP (Federal Funding Obligations)	\$29,160	No	\$300,000	\$0	\$0
CDOT Region 1	US-36: Wetland Mitigation	2008-117	RPP (Federal Funding Obligations)	(\$116,043)	N/A	\$2,950,000	\$0	\$0
CDOT Region 1	I-25 North PEL Action Items	2012-063	RPP (Federal Funding Obligations)	\$64,771	No	\$17,500,000	\$0	\$0
CDOT Region 1	I-76/136th: Concrete Pavement/Culvert Repairs	2012-119	TC Contingency	\$1,959,361	No	\$1,800,000	\$0	\$0
CDOT Region 1	C-470 Managed Toll Express Lanes: Wadsworth to I-25	2016-059		\$3,061,985	No	\$357,000,000	\$0	\$0
CDOT Region 1	Region 1 FASTER Pool	2008-076	Faster Safety (Federal Funding Obligations)	\$790,034	No	\$66,787,000	\$0	\$0
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$595,000	No	\$15,785,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment (Federal Funding Obligations)	\$3,256,311	No	\$43,740,000	\$0	\$0
CDOT Region 4	Region 4 FASTER Pool	2008-077	Faster Safety (Federal Funding Obligations)	\$73,123	No	\$5,000,000	\$0	\$0
CDOT Region 4	Boulder B-Cycle and Commercial Corridors Expansion Project	2012-102	TCSP Discretionary	\$438,616	Yes	\$550,000	\$440,000	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 4	Region 4 RAMP Project Pool	2012-109	RAMP (Federal Funding Obligations)	\$45,476	No	\$14,646,000	\$0	\$0
CDOT Region 4	Region 4 2013 Flood-Related Projects Pool	2012-116	Federal Emergency	\$2,135,304	No	\$129,512,000	\$51,208,000	\$51,208,000
Commerce City	Commerce City to Denver CBD Regional Bus Service	2012-088	CMAQ	\$148,000	No	\$555,000	\$444,000	\$0
Denver	Federal Blvd: Alameda Ave to 6th Ave Widening	2001-169	STP Metro	\$297,323	Yes	\$29,352,000	\$4,045,000	\$0
Denver	Bear Creek Trail: Fenton Street to Lamar Street	2007-017	STP Enhancement/TAP	\$20,220	Yes	\$863,000	\$475,000	\$0
Denver	Colorado Center Bike/Ped Bridge: Colorado Center to Jewell & Bellaire	2008-001	STP Enhancement/TAP	\$2,667,097	Yes	\$8,000,000	\$4,000,000	\$0
Denver	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	2012-003	STP Enhancement/TAP	\$149,467	Yes	\$3,457,000	\$2,765,000	\$0
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	CMAQ	\$784,674	No	\$7,185,000	\$4,800,000	\$0
Denver	Peoria St/Smith Rd RR Grade Separation	2012-044	STP Metro	\$3,674,229	Yes	\$57,187,000	\$32,187,000	\$0
Douglas County	Quebec St/C-470 Bike/Ped Bridge: County Line Rd to Park Meadows Dr	2012-059	CMAQ	\$412,496	Yes	\$850,000	\$500,000	\$0
Douglas County	I-25: Ridgeway Pkwy to County Line Rd Lane Balancing and Widening	2012-096	Faster Safety (Federal Funding Obligations)	\$2,389,184	Yes	\$32,000,000	\$10,400,000	\$0
Douglas County	I-25: Ridgeway Pkwy to County Line Rd Lane Balancing and Widening	2012-096	STP Metro	\$10,150,000	Yes	\$32,000,000	\$10,400,000	\$0
DRCOG	Regional Traffic Signal System Improvement Program	1997-045	CMAQ	\$2,135,466	No	\$68,895,000	\$15,550,000	\$0
DRCOG	Regional Transportation Demand Management (TDM) Program Pool	1999-097	CMAQ	\$1,156,102	No	\$8,318,000	\$6,654,000	\$6,654,000
DRCOG	Regional Intelligent Transportation System Pool	2005-026	CMAQ	\$356,332	No	\$13,078,000	\$3,550,000	\$0
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	CMAQ	\$880,000	No	\$3,200,000	\$2,400,000	\$2,400,000
DRCOG	Regional TDM Program: Way to Go	2012-064	CMAQ	\$1,438,076	No	\$7,652,000	\$7,200,000	\$7,200,000
Federal Heights	US-287 (Federal)/92nd Ave Intersection Operations Improvements	2012-072	STP Metro	\$5,540	No	\$5,671,000	\$3,970,000	\$0
Golden	Golden Circulator Bus: West Corridor end of line to Downtown Golden	2012-015	CMAQ	\$446,000	No	\$1,847,000	\$1,237,000	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
HPTE	US-36: Boulder to I-25 Managed Lanes/BRT	2008-114	STP Metro	\$8,954	Yes	\$725,300,000	\$0	\$0
Lakewood	Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave	2012-036	STP Metro	\$5,398,320	Yes	\$7,801,000	\$6,240,000	\$0
Lyons	US-36 - Lyons Streetscape: Stone Canyon Rd to 3rd Ave	2012-009	STP Enhancement/TAP	\$216,509	Yes	\$2,228,000	\$1,781,000	\$0
Parker	SH-83: Lincoln Avenue Intersection Improvements	2008-020	STP Metro	\$19,603	Yes	\$398,000	\$280,000	\$0
RAQC	New Energy Fleets Collaborative	2008-004	CMAQ	\$143,614	No	\$5,323,000	\$4,169,000	\$0
RAQC	Advanced Fleet Technology Project	2012-012	CMAQ	\$993,837	No	\$7,652,000	\$6,121,000	\$0
RAQC	Ozone Aware	2012-013	CMAQ	\$437,520	No	\$2,080,000	\$1,663,000	\$0
RTD	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$37,706,630	No	\$409,123,000	\$340,883,000	\$340,883,000
RTD	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$7,594,603	No	\$81,000,000	\$66,000,000	\$66,000,000
RTD	FasTracks Projects: DRCOG First Commitment Pool	2007-044	CMAQ	\$5,950,000	No	\$75,000,000	\$32,000,000	\$8,000,000
RTD	RTD New Freedom Pool	2007-065	Section 5317 New Freedom	\$97,924	No	\$5,427,000	\$1,250,000	\$0
RTD	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	Section 5309 New Start	\$150,000,000	No	\$1,913,005,000	\$364,600,000	\$364,600,000
RTD	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	STP Metro	\$4,584,000	No	\$1,913,005,000	\$364,600,000	\$364,600,000
RTD	RTD Regional Workforce Initiative Now (WIN)	2012-068	Workforce Initiative Now	\$663,256	No	\$1,558,000	\$974,000	\$176,000
RTD	RTD Capital Improvements: Bus and Facilities Funding	2012-108	Section 5339	\$4,497,304	No	\$38,273,000	\$31,894,000	\$31,894,000
RTD	Colfax Transit Priority	2012-120	Section 5309 New Start	\$4,999,000	Yes	\$6,699,000	\$4,999,000	\$0
Wheat Ridge	Wadsworth Blvd Widening: W 35th Ave to W 46th Ave PEL Study	2012-094	STP Metro	\$622,645	No	\$1,200,000	\$636,000	\$0

**Grand Total of Obligations**

**\$305,773,045**





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