

# ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

**Fiscal year 2016**  
Oct. 1, 2015 -  
Sept. 30, 2016

**Dec. 7, 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>*

The Federal Highway Administration defines obligation as the federal government's legal commitment (promise) to pay or reimburse 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 during 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 2016 (October 1, 2015 to September 30, 2016).

## Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 56 local governments in the Denver metro area, promotes a regional perspective towards the metropolitan area's most pressing issues and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and southwest 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. Federal transportation legislation 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 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.

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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/fifahiw/ffahappa.htm>. February 20, 2015.

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.

The TIP covering FY2016 is the 2016-2021 TIP, and was adopted on April 15, 2015. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIPs.

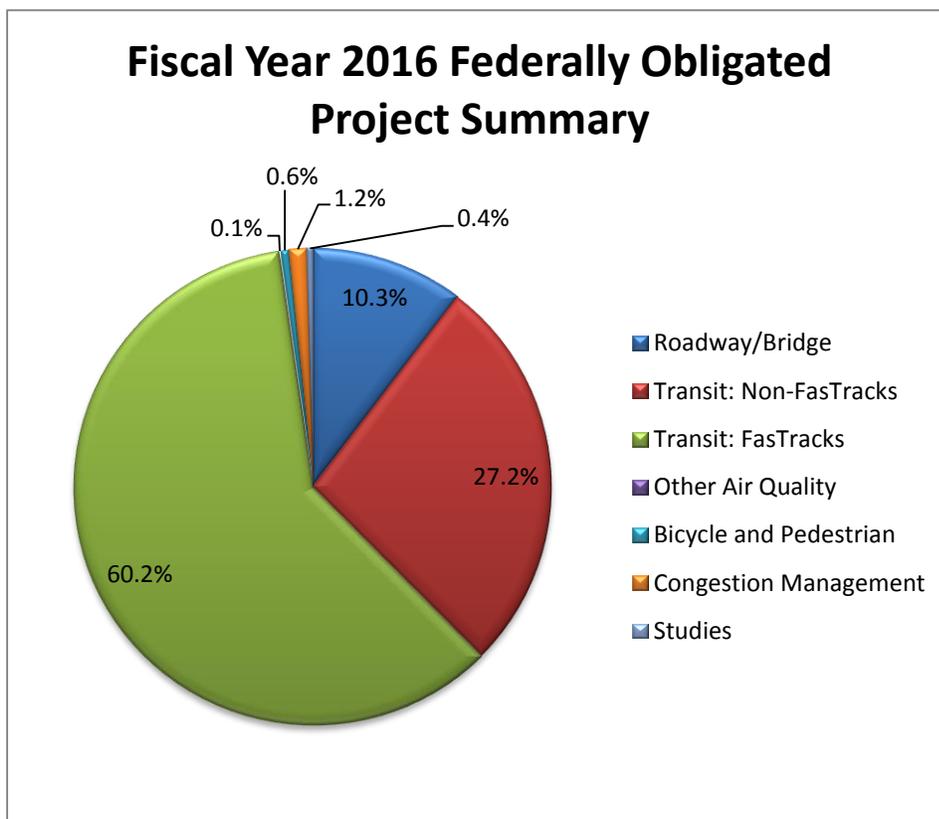
Public Involvement

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, continuously 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 \$335 million was obligated in FY2016 on 49 transportation projects. Some statistics regarding the FY2016 obligations include:

- \$201.6 million (60.2 percent) was for RTD FasTracks projects, \$91 million (27.2 percent) for non-FasTracks transit projects, \$34.6 million (10.3 percent) for roadway/bridge projects, \$4 million (1.2 percent) for congestion management projects, \$1.8 million (0.6 percent) for bicycle and pedestrian projects<sup>3</sup>, \$1.4 million (0.4 percent) for studies, and \$0.4 million (0.1 percent) for other air quality projects. The chart below illustrates these percentages:



- The largest project obligation (\$150 million or 44.8 percent of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- Five of the 49 projects had net obligations over \$10 million, accounting for 84.9 percent of the net amount obligated (\$284.3 of the \$335 million).

<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 shown about each project includes:

- TIP 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 FY2016
- B/P indicates if bicycle/pedestrian 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 FY2016, federal funding was distributed through the following TIP categories:

- 1702-High Priority Projects are funds earmarked for particular projects by Congress within the previous SAFETEA-LU federal transportation bill.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality (CMAQ) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Congestion Relief typically funds projects that reduce congestion.
- 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 (RPP) typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Safety funds are typically used for projects that reduce the number and severity of crashes.
- Section 5307 funds capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 funds mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 funds capital assistance grants to private nonprofit organizations to serve the transportation needs of elderly people and individuals with disabilities.
- Section 5311 funds capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5337, or State of Good Repair funds, intend to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- Section 5339 funds replace, rehabilitate, and purchases buses and other transit vehicles as well as to construct bus-related facilities.

- STP-Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, bicycle/pedestrian improvements, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the state highway system.
- Transportation Alternative Program (TAP) funds program 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.

This report also contains deobligations, depicted with (). Deobligation occurs when CDOT has to return the obligation to the federal government. Deobligation can occur for several reasons, including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.
- A project phase is closed out, causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project<sup>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 bicycle/pedestrian 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 and RTD, 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.

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Arapahoe County	I-25/Arapahoe Rd Interchange Reconstruction	2012-043	STP-Metro	\$4,435,962	YES	\$76,200,000	\$0	\$0
Aurora	Metro Center Station Area Bike/Ped Connector Facility	2016-005	STP-Metro	\$142,311	YES	\$2,291,000	\$1,832,000	\$0
Boulder County	RTD Route L Service Enhancement	2016-010	CMAQ	\$536,000	NO	\$2,080,000	\$1,664,000	\$1,128,000
Boulder County	SH-119: LoBo Trail Connections	2007-003	TAP	\$26,473	YES	\$3,600,000	\$2,200,000	\$0
Broomfield	Broomfield Call-n-Ride	2016-014	CMAQ	\$188,000	NO	\$527,000	\$369,000	\$181,000
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$4,922,493	NO	\$15,316,000	\$6,727,000	\$4,035,000
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$1,313,743	NO	\$642,000	\$535,000	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$175,437	YES	\$938,000	\$0	\$0
CDOT	I-70/Genesee Bike Path	2016-060	TAP	\$306,219	YES	\$963,000	\$700,000	\$0
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$1,593,912	NO	\$6,026,000	\$0	\$0
CDOT Region 1	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	2007-158	Bridge On-System	(\$1,210,835)	N/A	\$144,226,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$3,528,147	NO	\$43,350,000	\$0	\$0
CDOT Region 1	C-470 Managed Toll Express Lanes: Wadsworth to I-25	2016-059	RAMP (Federal Funding Obligations)	\$2,141,224	NO	\$357,000,000	\$0	\$0
CDOT Region 1	I-70/Kipling: NEPA and Post NEPA Improvements	2012-062	RPP (Federal Funding Obligations)	\$35,858	NO	\$3,100,000	\$0	\$0
CDOT Region 1	US 6: Bridges Design/Build	2012-086	RPP (Federal Funding Obligations)	\$3,907,301	YES	\$67,666,000	\$0	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$2,754,410	NO	\$22,485,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 1	Region 1 Hot Spot Pool	2007-074	Safety	\$233,285	NO	\$1,652,000	\$0	\$0
CDOT Region 1	Region 1 Traffic Signals Pool	2007-075	Safety	\$9,254	NO	\$15,041,000	\$0	\$0
CDOT Region 1	I-25: 120th Ave to SH-7 Managed Lanes	2016-055	Safety	\$177,992	NO	\$105,579,000	\$8,579,000	\$5,479,000
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$8,596,587	NO	\$190,800,000	\$0	\$0
CDOT Region 1	US-36: Wetland Mitigation	2008-117	RPP (Federal Funding Obligations)	\$2,574,332	NO	\$2,950,000	\$0	\$0
CDOT Region 4	Region 4 Bridge Off-System Pool	2008-028	Bridge Off-System	\$24,000	NO	\$166,000	\$133,000	\$133,000
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$4,140,214	NO	\$16,230,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment	\$5,738,229	NO	\$75,917,000	\$0	\$0
Commerce City	Route 62: Central Park Station to 60th Ave/Dahlia Transfer Station	2016-039	CMAQ	\$453,000	NO	\$1,695,000	\$1,355,000	\$902,000
Denver	56th Avenue: Quebec St to Peña Blvd	2007-082	1702-High Priority Projects	(\$3,831,081)	N/A	\$25,411,000	\$7,664,000	\$3,832,000
Denver	Federal Blvd: Alameda Ave to 6th Ave Widening	2001-169	Congestion Relief	(\$83,679)	N/A	\$29,352,000	\$4,045,000	\$0
Denver	Colorado Center Bike/Ped Bridge: Colorado Center to Jewell & Bellaire	2008-001	TAP	\$1,078,580	YES	\$8,000,000	\$4,000,000	\$0
DRCOG	Congestion Evaluation Tool	2007-062	CMAQ	\$99,209	NO	\$490,000	\$390,000	\$0
DRCOG	Regional TDM Program: Way to Go	2012-064	CMAQ	\$1,570,364	NO	\$7,652,000	\$7,200,000	\$3,600,000
DRCOG	Regional Transportation Demand Management (TDM) Program Pool	1999-097	CMAQ	\$824,342	YES	\$8,318,000	\$6,654,000	\$3,200,000
DRCOG	Regional Transportation Operations Pool	2016-004	CMAQ	\$1,364,959	NO	\$21,799,000	\$17,439,000	\$12,600,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	CMAQ	\$390,000	NO	\$3,200,000	\$2,400,000	\$1,810,000
DRCOG	Front Range Travel Counts	2008-025	STP Metro	\$201,149	NO	\$2,500,000	\$2,000,000	\$0
HPTE	US-36: Boulder to I-25 Managed Lanes/BRT	2008-114	STP Metro	(\$137,596)	N/A	\$725,300,000	\$0	\$0
Longmont	RTD Route #324 Service Improvements	2016-015	CMAQ	\$392,000	NO	\$1,470,000	\$1,176,000	\$784,000
Mead	Mead School to School Trail Project	2016-053	TAP	\$45,443	YES	\$500,000	\$400,000	\$0
R A Q C	New Energy Fleets Collaborative	2008-004	CMAQ	\$190,799	NO	\$5,323,000	\$4,169,000	\$0
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	STP Metro	\$221,498	NO	\$600,000	\$480,000	\$0
R T D	MetroRide Service Expansion: DUS to Civic Center	2016-009	CMAQ	\$400,000	NO	\$1,500,000	\$1,200,000	\$800,000
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$58,269,113	NO	\$409,123,000	\$340,883,000	\$285,192,000
R T D	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	\$195,950,000
R T D	FasTracks Southeast Corridor Extension: Lincoln Ave to RidgeGate Pkwy	2007-059	Section 5309 New Start	\$51,635,162	NO	\$231,462,000	\$92,000,000	\$0
R T D	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$12,781,754	NO	\$81,000,000	\$66,000,000	\$55,000,000
R T D	RTD Capital Improvements: Bus and Facilities Funding	2012-108	Section 5339	\$11,611,683	NO	\$38,273,000	\$31,894,000	\$26,685,000
R T D	SH 119 BRT NEPA Analysis: Boulder to Longmont	2016-050	STP Metro	\$1,000,000	NO	\$3,000,000	\$1,000,000	\$0
Superior	Superior Call-n-Ride	2016-013	CMAQ	\$215,000	NO	\$530,000	\$423,000	\$208,000
Superior	Superior Trail: McCaslin BRT Station to Coal Creek	2016-033	TAP	\$27,937	YES	\$750,000	\$600,000	\$0
Univ of Colorado	Folsom St: Regent Dr Underpass	2007-046	TAP	\$43,541	YES	\$4,553,000	\$2,694,000	\$0
<b>Grand Total of Obligations</b>								<b>\$335,053,725</b>





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