

ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Fiscal year 2017
Oct. 1, 2016 -
Sept. 30, 2017

Dec. 20, 2017

Purpose of this Report

The federal metropolitan transportation planning statute states:

*"In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year."*¹

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. 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 federally-funded transportation projects in the Denver region that were obligated in federal fiscal year 2017 (October 1, 2016 to September 30, 2017).

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 58 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.

Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan (RTP), called the Metro Vision RTP, last adopted in April 2017. 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

¹ [23 U.S.C. 450.334 \(a\)](#)

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 or state 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 type. The TIP implements the fiscally-constrained RTP.

The TIP covering FY2017 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.

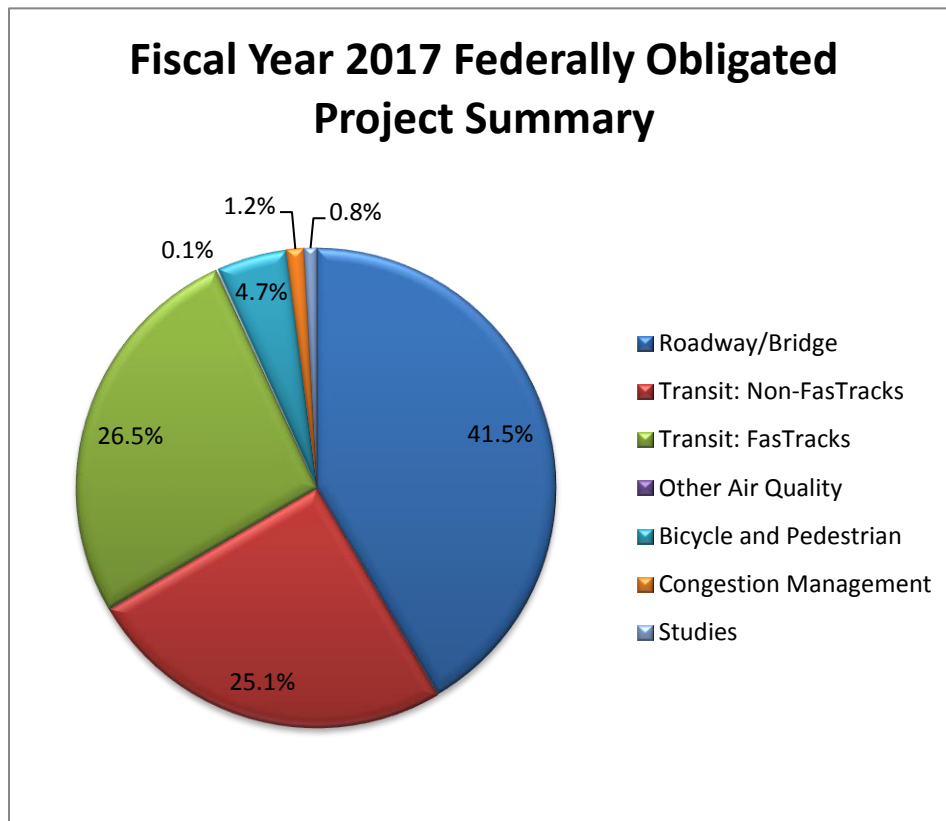
Public Involvement

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 \$390.6 million was obligated in FY2017 on 90 transportation projects. Some statistics regarding the FY2017 obligations include:

- \$162.2 million (41.5 percent) for roadway/bridge projects, \$103.7 million (26.5 percent) was for RTD FasTracks projects, \$97.9 million (25.1 percent) for non-FasTracks transit projects, \$18.5 million (4.7 percent) for bicycle and pedestrian projects², \$4.7 million (1.2 percent) for congestion management projects, \$3.2 million (0.8 percent) for studies, and \$0.6 million (0.1 percent) for other air quality projects. The chart below illustrates these percentages:



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 FY2017
- B/P indicates if bicycle/pedestrian infrastructure is part of the project

² Stand-alone bicycle and pedestrian projects only. Calculation does not include other projects with a bicycle/pedestrian element.

- 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 2018-2021 TIP)
- Total Federal Funds Remaining lists the programmed federal transportation funds in the current 2018-2021 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 FY2017, federal funding was distributed through the following TIP categories:

- 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.
- FASTER Safety supports the construction, reconstruction, or maintenance of projects that the state Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Federal Emergency funds emergency and permanent repairs on Federal-aid highways and roads, tribal, transportation facilities, and roads on Federal lands that the federal government finds have suffered serious damage as a result of natural disasters.
- 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. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- 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 5316 funds capital, planning, and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects.
- 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. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- TC Contingency is funding controlled by the CDOT Transportation Commission for projects/programs they see fit best for the state. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Transportation Alternative 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 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. 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.

³ 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	RAMP	\$39,791,814	No	\$76,200,000	\$0	\$0
Arvada	Kipling Pkwy Underpass: Van Bibber Trail Extension from W 56th Pl to Grandview Ave	2012-045	STP Metro	\$1,027,860	Yes	\$2,000,000	\$1,600,000	\$0
Arvada	W 57th Ave Bike/Ped Project	2012-092	Transportation Alternatives	\$6,908	Yes	\$780,000	\$546,000	\$0
Aurora	Nine Mile Station: Bike/Ped Access Improvements	2012-071	Transportation Alternatives	\$267,434	Yes	\$619,000	\$476,000	\$0
Aurora	Metro Center Station Area Bike/Ped Connector Facility	2016-005	STP Metro	\$110,011	Yes	\$2,291,000	\$1,832,000	\$0
Aurora	Tollgate Creek Park Bike/Ped Bridge and Trail	2012-004	Transportation Alternatives	\$22,960	Yes	\$1,577,000	\$1,214,000	\$0
Aurora	Peoria-Smith Commuter Rail Station Bike/Ped Access Improvements	2012-050	Transportation Alternatives	\$273,244	Yes	\$516,000	\$397,000	\$0
Aurora	Colfax Ave Bike/Ped Improvements: Fitzsimons Pkwy to Peoria St	2012-091	Transportation Alternatives	\$61,555	Yes	\$725,000	\$485,000	\$0
Boulder	Wonderland Creek Underpass and Multi-use Path Connection: Foothills Pkwy to Diagonal Hwy	2012-002	Congestion Mitigation / Air Quality	\$1,661,218	Yes	\$4,000,000	\$2,000,000	\$0
Boulder	Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36	2012-046	STP Metro	\$2,295,805	Yes	\$5,400,000	\$4,046,000	\$0
Boulder	28th St/US-36 Multi-use Bike/Ped Path: Iris Ave to Yarmouth Ave	2012-055	Transportation Alternatives	\$349,544	Yes	\$2,224,000	\$1,224,000	\$0
Boulder County	RTD Route L Service Enhancement	2016-010	Congestion Mitigation / Air Quality	\$548,000	No	\$2,080,000	\$1,644,000	\$1,128,000
Boulder County	SH-7 BRT Study: Boulder to Brighton	2016-045	STP Metro	\$83,310	No	\$250,000	\$200,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Boulder County	SH-119: LoBo Trail Connections	2007-003	Transportation Alternatives	\$404,526	Yes	\$3,600,000	\$2,200,000	\$0
Boulder County	Boulder County Bus-then-Bike Shelters	2016-054	Transportation Alternatives	\$104,859	Yes	\$310,000	\$158,000	\$158,000
Broomfield	Broomfield Call-n-Ride	2016-014	Congestion Mitigation / Air Quality	\$96,056	No	\$527,000	\$188,000	\$188,000
Broomfield County	120th Ave Connection: Wadsworth Blvd to US-287	2007-029	STP Metro	\$11,983,880	Yes	\$80,073,000	\$20,914,000	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$549,761	Yes	\$2,798,000	\$0	\$0
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$2,574,269	No	\$27,108,000	\$16,540,000	\$16,540,000
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$579,460	No	\$1,367,000	\$66,000	\$66,000
CDOT	CDOT Job Access/Reverse Commute Pool	2012-069	Section 5316	\$84,365	No	\$840,000	\$488,000	\$0
CDOT	Transit Capital Program (FTA 5339)	2018-004	Section 5339	\$120,000	No	\$150,000	\$120,000	\$120,000
CDOT	I-70/Genesee Bike Path	2016-060	Transportation Alternatives	\$1,950,945	Yes	\$963,000	\$700,000	\$0
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$2,161,472	No	\$2,884,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$8,307,268	No	\$29,391,000	\$29,391,000	\$0
CDOT Region 1	Region 1 FASTER Pool	2008-076	Faster Safety	\$1,918,144	Yes	\$110,799,000	\$0	\$0
CDOT Region 1	Region 1 2013 Flood-Related Projects Pool	2012-118	Federal Emergency	(\$633,642)	No	\$12,005,000	\$12,005,000	\$20,000
CDOT Region 1	I-25: 120th Ave to SH-7 Managed Lanes	2016-055	RAMP	\$6,393,002	No	\$105,579,000	\$0	\$0
CDOT Region 1	C-470 Managed Toll Express Lanes: I-25 to Wadsworth	2016-059	RAMP	\$13,617,928	No	\$319,061,000	\$106,950,000	\$106,950,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 1	C-470 Managed Toll Express Lanes: I-25 to Wadsworth	2016-059	Safety	\$5,850,000	No	\$319,061,000	\$106,950,000	\$106,950,000
CDOT Region 1	I-225: Parker Rd to 2nd Ave Widening	1999-006	Regional Priority Projects	\$95,772	No	\$105,328,000	\$6,750,000	\$0
CDOT Region 1	East I-70 Corridor: Environmental Study (I-25/Pena Blvd)	2001-259A	Regional Priority Projects	\$10,000	No	\$29,771,000	\$0	\$0
CDOT Region 1	US-6: Wadsworth Blvd (SH-121) Interchange Reconstruction	2005-072	Regional Priority Projects	\$10,000	No	\$37,000,000	\$0	\$0
CDOT Region 1	US-36: Wetland Mitigation	2008-117	Regional Priority Projects	\$42,222	No	\$2,950,000	\$0	\$0
CDOT Region 1	I-70/Kipling: NEPA and Post NEPA Improvements	2012-062	Regional Priority Projects	\$10,000	No	\$3,100,000	\$0	\$0
CDOT Region 1	US-6/19th St Intersection Grade Separation	2012-110	Regional Priority Projects	\$1,597,474	No	\$25,017,000	\$0	\$0
CDOT Region 1	Region 1 RPP Pool	2016-057	Regional Priority Projects	\$827,900	No	\$54,700,000	\$0	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$4,827,506	Yes	\$64,000,000	\$0	\$0
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$538,949	No	\$26,194,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$17,655,392	No	\$174,000,000	\$0	\$0
CDOT Region 1	I-76/136th: Concrete Pavement/Culvert Repairs	2012-119	TC Contingency	\$8,361	No	\$1,800,000	\$0	\$0
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$164,160	Yes	\$6,903,000	\$5,523,000	\$5,523,000
CDOT Region 4	Region 4 Bridge Off-System Pool	2008-028	Bridge Off-System	\$191,354	No	\$166,000	\$0	\$0

TIP 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	\$2,046,419	No	\$13,986,000	\$0	\$0
CDOT Region 4	Arapahoe Ave (SH-7): Cherryvale Rd to N 75th St	1997-033	Regional Priority Projects	\$703,739	Yes	\$34,798,000	\$0	\$0
CDOT Region 4	I-25: Wetland Mitigation	2012-078	Regional Priority Projects	(\$289,618)	No	\$1,100,000	\$0	\$0
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$961,383	No	\$38,230,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment	\$18,016,186	No	\$125,167,000	\$0	\$0
Commerce City	Route 62: Central Park Station to 60th Ave/Dahlia Transfer Station	2016-039	Congestion Mitigation / Air Quality	\$451,000	No	\$1,695,000	\$902,000	\$902,000
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	Congestion Mitigation / Air Quality	\$411,675	No	\$7,185,000	\$4,800,000	\$0
Denver	South Broadway Reconstruction: Kentucky Ave to south of Tennessee Ave	2012-035	STP Metro	\$1,823,525	Yes	\$5,384,000	\$2,692,000	\$0
Denver	Colorado Center Bike/Ped Bridge: Colorado Center to Jewell & Bellaire	2008-001	Transportation Alternatives	\$254,323	Yes	\$8,000,000	\$4,000,000	\$0
Denver	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	2012-003	Transportation Alternatives	\$1,384,286	Yes	\$3,457,000	\$2,765,000	\$0
Denver	Blake St Bike/Ped Station Access (40th Ave to 38th Ave/Blake St Station)	2012-056	Transportation Alternatives	\$80,613	Yes	\$2,354,000	\$1,224,000	\$0
Denver	High Line Canal Trail Underpass at Hampden and Colorado	2016-038	Transportation Alternatives	\$342,155	Yes	\$5,400,000	\$1,250,000	\$1,250,000
Douglas County	I-25: Ridgeway Pkwy to County Line Rd Lane Balancing and Widening	2012-096	Faster Safety	\$120,349	Yes	\$32,000,000	\$10,400,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
DRCOG	Regional Transportation Demand Management (TDM) Program Pool	1999-097	Congestion Mitigation / Air Quality	\$1,606,490	Yes	\$8,993,000	\$3,759,000	\$3,759,000
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	Congestion Mitigation / Air Quality	\$610,000	No	\$3,200,000	\$1,810,000	\$1,810,000
DRCOG	Regional Transportation Operations Pool	2016-004	Congestion Mitigation / Air Quality	\$2,431,069	No	\$21,799,000	\$8,400,000	\$8,400,000
Greenwood Village	Village Center & Goldsmith Gulch Trail Extension: Fair Dr to Yosemite St	2012-047	Transportation Alternatives	\$1,051,813	Yes	\$1,921,000	\$1,536,000	\$0
Lakewood	Wadsworth Blvd (SH-121) Roadway Capacity Project: Highland Dr to 10th Ave	2012-089	STP Metro	\$7,453,753	Yes	\$6,750,000	\$5,400,000	\$0
Lakewood	Jeffco Bike Wayfinding Study	2016-049	STP Metro	\$119,383	No	\$150,000	\$120,000	\$0
Lakewood	Multi-use path on the D10: Wadsworth Blvd to Zephyr St and Kipling St to Oak St	2016-006	Transportation Alternatives	\$46,787	Yes	\$2,400,000	\$1,064,000	\$1,064,000
Longmont	SH-119: South of Hover Bike/Ped Underpass	2012-051	Congestion Mitigation / Air Quality	\$1,695,254	Yes	\$1,996,000	\$0	\$0
Longmont	RTD Route #324 Service Improvements	2016-015	Congestion Mitigation / Air Quality	\$392,000	No	\$1,470,000	\$784,000	\$784,000
Longmont	Main St/US-287: Ken Pratt Blvd to 3rd Ave Reconstruction	2012-057	STP Metro	\$1,603,102	Yes	\$3,780,000	\$1,890,000	\$0
Lyons	US-36 - Lyons Streetscape: Stone Canyon Rd to 3rd Ave	2012-009	Transportation Alternatives	\$1,486,000	Yes	\$2,228,000	\$1,781,000	\$0
Mead	Mead School to School Trail Project	2016-053	Transportation Alternatives	\$2,231	Yes	\$500,000	\$400,000	\$0
Nederland	Nederland Sidewalks Phase 2	2012-061	STP Metro	\$346,993	Yes	\$904,000	\$686,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Nederland	Nederland Sidewalks Phase 2	2012-061	Transportation Alternatives	\$200,000	Yes	\$904,000	\$686,000	\$0
R A Q C	Air Quality Improvements Pool	2016-002	Congestion Mitigation / Air Quality	\$148,774	No	\$8,400,000	\$3,600,000	\$3,600,000
R T D	FasTracks Projects: DRCOG First Commitment Pool	2007-044	Congestion Mitigation / Air Quality	\$4,000,000	No	\$75,000,000	\$32,000,000	\$8,000,000
R T D	MetroRide Service Expansion: DUS to Civic Center	2016-009	Congestion Mitigation / Air Quality	\$785,000	No	\$1,500,000	\$1,185,000	\$1,185,000
R T D	Intercity Bus Purchase	2016-063	Congestion Mitigation / Air Quality	\$1,509,000	No	\$1,887,000	\$1,509,000	\$1,509,000
R T D	FasTracks Southeast Corridor Extension: Lincoln Ave to RidgeGate Pkwy	2007-059	New Starts	\$92,000,000	No	\$233,390,000	\$1,928,000	\$1,928,000
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$59,410,199	No	\$351,070,000	\$290,081,000	\$290,081,000
R T D	Colfax Corridor Connections (3C) TOD Implementation Plan	2016-082	Section 5309 TOD	\$1,350,000	No	\$1,800,000	\$1,350,000	\$0
R T D	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$8,056,392	No	\$61,781,000	\$50,225,000	\$50,225,000
R T D	RTD Capital Improvements: Bus and Facilities Funding	2012-108	Section 5339	\$23,159,560	No	\$31,326,000	\$25,922,000	\$25,922,000
R T D	FasTracks Projects: DRCOG First Commitment Pool	2007-044	STP Metro	\$4,000,000	No	\$75,000,000	\$32,000,000	\$8,000,000
R T D	Colfax 15L Transit Improvements: I-225 to I-25	2016-019	STP Metro	\$4,999,999	No	\$3,250,000	\$2,600,000	\$2,600,000
R T D	16th St Mall Reconstruction: Arapahoe St to Lawrence St	2016-028	STP Metro	\$4,799,000	No	\$5,999,000	\$4,799,000	\$4,799,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
R T D	Regional BRT Feasibility Study	2016-051	STP Metro	\$1,000,000	No	\$1,250,000	\$1,000,000	\$1,000,000
R T D	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	STP-Metro	\$3,650,000	No	\$1,913,005,000	\$195,950,000	\$0
Sheridan	West Oxford Ave: S. Clay St to S. Federal Blvd Reconstruction	2012-060	STP Metro	\$600,000	Yes	\$750,000	\$600,000	\$0
Superior	Superior Call-n-Ride	2016-013	Congestion Mitigation / Air Quality	\$109,779	No	\$530,000	\$216,000	\$216,000
Superior	Superior Trail: McCaslin BRT Station to Coal Creek	2016-033	Transportation Alternatives	\$417,149	Yes	\$750,000	\$600,000	\$0
Thornton	North Metro Rail Bicycle/Pedestrian Access to Three FastTrack Stations	2012-081	Congestion Mitigation / Air Quality	\$1,322,809	Yes	\$2,129,000	\$164,000	\$0
Thornton	124th Avenue/Eastlake Station: Claude Court Realignment	2012-117	STP Metro	\$775,650	Yes	\$1,161,000	\$930,000	\$0
University of Colorado-Boulder	University of Colorado Boulder East Campus Pedestrian Bridge & Trail Connection	2016-007	Transportation Alternatives	\$62,087	Yes	\$513,000	\$0	\$0
Westminster	120th Ave/Federal Blvd Operational Improvements	2012-041	STP Metro	\$3,421,000	Yes	\$5,214,000	\$3,421,000	\$0
Westminster	Little Dry Creek Trail: Federal Blvd to Lowell Blvd	2012-048	Transportation Alternatives	\$820,758	Yes	\$405,000	\$324,000	\$0
Wheat Ridge	Kipling Multi-Use Path: 32nd Ave to 44th Ave	2012-054	STP Metro	\$340,892	Yes	\$3,178,000	\$2,473,000	\$0
Grand Total of Obligations				\$390,630,005				



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