



Annual Listing of Federally Obligated Projects

FY 2012 (October 1, 2011 - September 30, 2012)

February 20, 2013

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.”¹

This report responds to the directive set forth in statute. It lists all transportation projects in the Denver region that were obligated in federal fiscal year 2012 (October 1, 2011 - September 30, 2012).

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

¹ 23 U.S.C. 134 (j)(7)(B)

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

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 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 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 four years.

The current TIP covers fiscal years 2012-2017 and was adopted on March 16, 2011. It has been amended regularly since adoption. More than half of the projects in this obligation report are from previous TIP's.

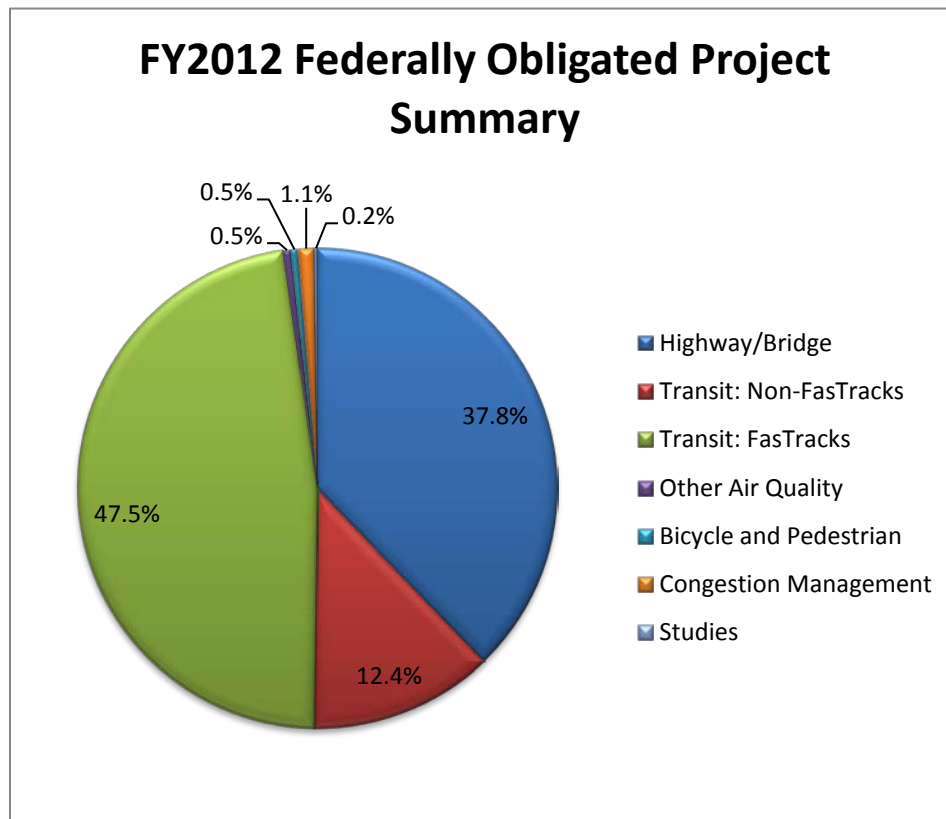
Public Involvement

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 \$572.3 million was obligated in FY 2012 on 93 transportation projects. Some statistics regarding the FY2012 obligations include:

- \$271.9 million (47.5%) was for FasTracks projects, \$216.5 million (37.8%) for highway/bridge projects, \$70.7 million (12.4%) for non-FasTracks transit projects, \$6.3 million (1.1%) for congestion management, \$2.9 million (0.5%) for other air quality projects, \$2.7 million (0.5%) for pedestrian and bicycle only projects, and \$1.2 million (0.2%) for studies. The chart below illustrates these percentages:



- A total of \$578.3 million was obligated while \$6 million was deobligated.
- The largest project obligation (\$232.9 million or 40.7% of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- 10 of the 93 projects had net obligations over \$10 million. Those projects accounted for 89.4% of the net amount obligated (\$511.4 of the \$572.3 million).

Obligation Report

This report is organized by TIP funding category. Within each TIP funding category, projects that have a net obligation in FY2012 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 that particular federal fiscal year (can be positive or negative)
- Total Project Cost, which lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Total Federal Funds Awarded, which lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active in (may or may not be the current TIP)
- Total Federal Funds Remaining, which lists the programmed federal transportation 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, unless easily identifiable. 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 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, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Project Cost column as part of the total overall project cost. For the purposes of this report in FY12, 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 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 (highway and transit) 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.

- FHWA Discretionary funds are additional funds (not formula funds) that the federal government awards to a particular project if the application from the sponsor is successful.
- 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 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.
- STC Discretionary funds are awarded by the CDOT State Transportation Commission for state projects throughout Colorado.
- 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.
- The TIFIA program provides Federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit and rail. The program is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt.
- 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.

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, depicted with (), which are called deobligations. 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.
- 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. 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 [http://www.drcog.org/index.cfm?page=TransportationImprovementProgram\(TIP\)](http://www.drcog.org/index.cfm?page=TransportationImprovementProgram(TIP)) 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.

³ This report does not include the project phases.

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
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1702-High Priority Projects

2003-074	Wadsworth Boulevard (SH-121): Bowles Avenue Interchange	Jefferson County	(\$18,272)	N/A	\$500,000	\$0	\$0
1702-High Priority Projects Total			(\$18,272)				

Bridge Off-System

2008-028	Region 4 Bridge Off-System Pool	CDOT Region 4	\$1,381,250	No	\$2,685,000	\$1,091,000	\$0
Bridge Off-System Total			\$1,381,250				

Bridge On-System

2005-105	US-285 (Hampden): SH-121 (Wadsworth) Bridge	CDOT Region 6	(\$118,931)	N/A	\$460,000	**	\$0
2007-078	Region 1 Bridge On-System Pool	CDOT Region 1	\$126,984	No	\$35,689,000	**	\$0
2007-080	Region 6 Bridge On-System Pool	CDOT Region 6	\$5,236,532	No	\$124,563,000	**	\$0
2007-133	Region 4 Bridge On-System Pool	CDOT Region 4	(\$94,857)	N/A	\$16,166,000	**	\$0
Bridge On-System Total			\$5,149,728				

Congestion Mitigation / Air Quality

1997-045	Regional Traffic Signal System Improvement Program	DRCOG	\$1,347,054	No	\$68,895,000	\$15,550,000	\$11,100,000
1999-097	Regional Transportation Demand Management Program Pool	DRCOG	\$762,022	No	\$18,362,000	\$5,588,000	\$2,856,000
2005-004	30th Street Bikelanes: Arapahoe to Pearl	Boulder	(\$338,352)	N/A	\$4,378,000	\$2,978,000	\$0
2005-026	Regional Intelligent Transportation System Pool	DRCOG	\$156,500	No	\$13,078,000	\$3,550,000	\$2,475,000
2007-044	FasTracks CMAQ Projects: DRCOG First Commitment Pool	R T D	\$12,000,000	No	\$75,000,000	\$32,000,000	\$20,000,000
2008-111	Eagle P-3 FasTracks Corridors (Gold and East Line)	R T D	\$6,000,000	Yes	\$2,056,493,000	\$927,761,000	\$765,761,000
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$650,500,000	\$94,000,000	\$15,000,000
2012-001	Pearl Pkwy: 30th St to Foothills Pkwy/SH-157	Boulder	\$350,000	Yes	\$5,000,000	\$4,000,000	\$3,400,000
2012-011	Denver Traffic Signal System Upgrade: Citywide	Denver	\$189,885	No	\$7,185,000	\$4,800,000	\$3,710,000

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-012	Advanced Fleet Technology Project	R A Q C	\$2,304,685	No	\$7,652,000	\$6,121,000	\$4,621,000
2012-013	Air Quality and Outreach & Education through Ozone Aware	R A Q C	\$445,513	No	\$2,080,000	\$1,663,000	\$963,000
2012-014	Bellevue call-n-Ride	R T D	\$376,000	No	\$1,034,000	\$827,000	\$451,000
2012-016	BOLT Bus Service Enhancement: Longmont to Boulder	Boulder County	\$185,000	No	\$696,000	\$555,000	\$370,000
2012-017	Enhanced Bus Service: Boulder, Longmont, and Lyons	Boulder County	\$138,000	No	\$547,000	\$414,000	\$276,000
2012-018	STAMPEDE Bus Service Enhancements	Univ of Colorado	\$142,000	No	\$534,000	\$426,000	\$284,000
2012-019	Adams County West Side call-n-Ride	Federal Heights	\$197,000	No	\$662,000	\$496,000	\$299,000
2012-020	Speer Blvd/Colfax Ave/Auraria Next Steps Plan	Denver	\$80,000	No	\$100,000	\$80,000	\$0
2012-022	Northeast Downtown Next Steps Plan	Denver	\$150,000	No	\$283,000	\$150,000	\$0
2012-023	Golden Triangle Area Plan	Denver	\$150,000	No	\$283,000	\$150,000	\$0
2012-024	Thornton City Center Urban Center Study	Thornton	\$120,000	No	\$150,000	\$120,000	\$0
2012-025	Lakewood City Center Connectivity and Urban Design Study	Lakewood	\$100,000	No	\$150,000	\$100,000	\$0
2012-026	C-470/Lucent Station Area Master Plan	Douglas County	\$90,000	No	\$150,000	\$90,000	\$0
2012-027	Englewood, Oxford, and Bates Station Area Master Plan	Englewood	\$120,000	No	\$150,000	\$120,000	\$0
2012-028	72nd Ave South Station Area Master Plan	Commerce City	\$100,000	No	\$125,000	\$100,000	\$0
2012-029	US-36 Final Mile Study: Boulder to Westminster	36 Commuting Solutions	\$85,000	No	\$115,000	\$85,000	\$0
2012-030	Downtown Louisville NW Rail Station - Next Steps Study	Louisville	\$80,000	No	\$100,000	\$80,000	\$0
2012-051	SH-119: South of Hover Bike/Ped Underpass	Longmont	\$10,000	Yes	\$1,846,000	\$965,000	\$955,000
2012-058	SH-119/Airport Rd Bike/Ped Underpass: City of Longmont	Boulder County	\$30,000	Yes	\$1,725,000	\$915,000	\$815,000
2012-064	Regional TDM Program: DRCOG	DRCOG	\$3,400,118	No	\$7,652,000	\$7,200,000	\$3,600,000
2012-076	Trucks and Anti-Ice Trailers (US-36, I-25, SH-119)	CDOT Region 4	\$183,138	No	\$600,000	\$400,000	\$0
Congestion Mitigation / Air Quality Total			\$28,953,563				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
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Congestion Relief

1999-060b	Region 6 Courtesy Patrol	CDOT Region 6	\$2,504,450	No	\$20,900,000	**	\$0
2007-040	I-25: 20th St to Speer Blvd Operational Improvements	CDOT Region 6	*	No	\$24,979,000	\$2,711,000	\$0
2007-072	Region 1 Congestion Relief Pool	CDOT Region 1	\$114,012	No	\$5,002,000	**	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements	CDOT Region 6	\$28,188,457	No	\$125,199,000	**	\$0
Congestion Relief Total			\$30,806,919				

Congressional Allocation

1999-006	I-225: Parker Rd to 2nd Ave Widening	CDOT Region 6	*	No	\$105,328,000	\$6,750,000	\$0
2007-148	Colorado Boulevard/Dahlia Street: 88th Avenue	Thornton	(\$741,854)	N/A	\$1,980,000	\$1,980,000	\$0
Congressional Allocation Total			(\$741,854)				

Congressional Allocation-Transit

2012-074	Transit Asset Management	R T D	\$160,000	No	\$560,000	\$160,000	\$0
2012-077	Civic Center Station Upgrades	R T D	\$6,865,000	No	\$8,581,000	\$6,865,000	\$0
Congressional Allocation-Transit Total			\$7,025,000				

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ES9-CDOT

2003-124	US-285: Foxton Rd to Richmond Hill Rd Widening	CDOT Region 1	\$244,384	No	\$28,126,000		\$0
ES9-CDOT Total			\$244,384				

FHWA Discretionary

1999-006	I-225: Parker Rd to 2nd Ave Widening	CDOT Region 6	*	No	\$105,328,000	\$6,750,000	\$0
FHWA Discretionary Total			\$0				

Regional Priority Projects

1997-033	Arapahoe Ave (SH-7): Cherryvale Rd to N 75th St	CDOT Region 4	\$17,893,874	Yes	\$34,248,000	\$2,000,000	\$0
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TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
1999-006	I-225: Parker Rd to 2nd Ave Widening	CDOT Region 6	\$46,497,530	No	\$105,328,000	\$6,750,000	\$0
2001-154	US-85: Cook Ranch Rd to Meadows Pkwy Widening	CDOT Region 1	\$3,131,999	No	\$102,598,000	**	\$0
2001-182	Parker Road: Arapahoe Rd New Interchange	CDOT Region 6	(\$295,794)	N/A	\$13,750,000	**	\$0
2003-124	US-285: Foxton Rd to Richmond Hill Rd Widening	CDOT Region 1	*	No	\$28,126,000	**	\$0
2005-011	SH-119: 63rd Street Operational Improvements	Boulder County	(\$1,163,869)	N/A	\$4,301,000	\$2,417,000	\$0
2005-130	SH- 66: Hover Road Intersection Improvements	CDOT Region 4	(\$488,118)	N/A	\$2,000,000	**	\$0
2005-136	Region 6 Misc/Design Pool	CDOT Region 6	(\$669,647)	N/A	\$53,128,000	**	\$0
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	\$10,835,165	No	\$139,688,000	**	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements	CDOT Region 6	*	No	\$125,199,000	**	\$0
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$650,500,000	\$94,000,000	\$15,000,000
2008-116	SH-79 Realignment & Grade Separation (Bennett)– PEL Study	CDOT Region 1	\$219,830	No	\$300,000	**	\$0
2012-078	I-25: Wetland Mitigation	CDOT Region 4	\$24,751	No	\$1,100,000	**	\$0
Regional Priority Projects Total			\$75,985,721				

Safety

1999-063	Region 6 Traffic Signals Pool	CDOT Region 6	\$251,354	No	\$4,020,000	**	\$0
2001-225	Region 6 Hot Spot Pool	CDOT Region 6	\$567,183	No	\$5,620,000	**	\$0
2001-226	Region 6 Safety Enhancement Pool	CDOT Region 6	\$552,317	No	\$13,159,000	**	\$0
2007-073	Region 1 Hazard Elimination Pool	CDOT Region 1	\$1,481,009	No	\$12,790,000	**	\$0
2007-076	Region 1 Safety (Surface Treatment) Enhancement Pool	CDOT Region 1	\$34,775	No	\$3,846,000	**	\$0
2007-081	Region 6 Hazard Elimination Pool	CDOT Region 6	\$1,281,416	No	\$68,272,000	**	\$0
2007-094	Region 4 Hazard Elimination Pool	CDOT Region 4	\$3,283,685	No	\$15,378,000	**	\$0
2007-124	Thornton Pkwy: Washington St Intersection Improvements	Thornton	(\$8,382)	N/A	\$1,750,000	**	\$0
2007-144	Safe Routes to School Pool	CDOT	\$578,693	Yes	\$3,495,000	**	\$0
Safety Total			\$8,022,050				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>Section 5307</u>							
1997-084	Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	R T D	\$54,762,000	No	\$857,583,000	\$215,000,000	\$160,000,000
Section 5307 Total			\$54,762,000				
<u>Section 5309 Fixed Guideway</u>							
1999-052	RTD Fixed Guideway Improvements, Upgrades, and Maintenance	R T D	\$6,806,000	No	\$119,472,000	\$42,000,000	\$32,000,000
Section 5309 Fixed Guideway Total			\$6,806,000				
<u>Section 5309 New Start</u>							
2008-111	Eagle P-3 FasTracks Corridors (Gold and East Line)	R T D	\$220,920,000	Yes	\$2,056,493,000	\$927,761,000	\$765,761,000
Section 5309 New Start Total			\$220,920,000				
<u>Section 5310</u>							
2001-233	SRC Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Seniors Resource	\$313,442	No	\$1,109,000	\$179,000	\$0
2001-234	Special Transit Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Special Transit	\$204,883	No	\$2,986,000	\$300,000	\$0
Section 5310 Total			\$518,325				
<u>Section 5311</u>							
2001-233	SRC Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Seniors Resource	\$180,500	No	\$1,109,000	\$179,000	\$0
2001-234	Special Transit Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Special Transit	\$355,145	No	\$2,986,000	\$300,000	\$0
Section 5311 Total			\$535,645				
<u>Section 5316 Job Access & Rev. Comm.</u>							
2007-064	RTD Job Access/Reverse Commute Pool	R T D	\$59,250	No	\$19,700,000	\$6,000,000	\$5,000,000
2012-069	CDOT Job Access/Reverse Commute Pool	CDOT	\$197,828	No	\$840,000	\$488,000	\$229,000
Section 5316 Job Access & Rev. Comm. Total			\$257,078				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
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Section 5317 New Freedom

2007-065	RTD New Freedom Pool	R T D	\$490,540	No	\$8,927,000	\$3,750,000	\$3,125,000
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Section 5317 New Freedom Total**\$490,540****STC Discretionary**

2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$650,500,000	\$94,000,000	\$15,000,000
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STC Discretionary Total**\$0****STP Enhancement**

2005-009	SH-119: SH-52 Lefthand Creek and Fourmile Creek Bikeway Connections	Boulder County	(\$47,978)	N/A	\$964,000	\$206,000	\$0
2005-012	SH-170: Superior to SH 93 Bikelanes	Boulder County	(\$38,002)	N/A	\$1,433,000	\$690,000	\$0
2012-003	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	Denver	\$90,585	Yes	\$3,457,000	\$2,765,000	\$1,382,000
2012-004	Tollgate Creek Park Bike/Ped Bridge and Trail	Aurora	\$222,000	Yes	\$1,577,000	\$1,214,000	\$1,050,000
2012-006	Greenwood Plaza Blvd Sidewalks	Greenwood Village	\$173,000	Yes	\$1,645,000	\$871,000	\$676,000
2012-008	West Corridor End of Line Bike/Ped Overpass	Golden	\$200,000	Yes	\$2,270,000	\$1,220,000	\$1,020,000
2012-009	US-36 - Lyons Streetscape: Stone Canyon Rd to 3rd Ave	Lyons	\$73,750	Yes	\$2,228,000	\$1,781,000	\$1,486,000
2012-055	28th St/US-36 Multi-use Bike/Ped Path: Iris Ave to Yarmouth	Boulder	\$75,000	Yes	\$2,224,000	\$1,224,000	\$824,000
2012-056	Blake St Bike/Ped Station Access (40th to 38th/Blake St Station)	Denver	\$140,000	Yes	\$2,354,000	\$1,224,000	\$1,071,000

STP Enhancement Total**\$888,355****STP Metro**

1995-244	Washington St/38th Ave: South Platte River to I-70 Widening	Denver	(\$138,498)	N/A	\$0	\$0	\$0
1999-097	Regional Transportation Demand Management Program Pool	DRCOG	*	No	\$18,362,000	\$5,588,000	\$2,856,000
2005-008	Broadway: Pine Street to Iris Avenue	Boulder	(\$1,229,315)	N/A	\$11,334,000	\$5,507,000	\$0
2005-011	SH-119: 63rd Street Operational Improvements	Boulder County	*	N/A	\$4,301,000	\$2,417,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2005-029	Colfax Avenue: Simms Street Operational Improvements	Lakewood	(\$157,442)	N/A	\$2,244,000	\$1,347,000	\$0
2005-109	DTC Boulevard: Orchard Road Operational Improvements	Greenwood Village	(\$294,188)	N/A	\$392,000	\$294,000	\$0
2007-011	I-25: Arapahoe Road Environmental Assessment	Arapahoe County	(\$49,963)	N/A	\$1,000,000	\$700,000	\$0
2007-040	I-25: 20th St to Speer Blvd Operational Improvements	CDOT Region 6	\$2,377,030	No	\$24,979,000	\$2,711,000	\$0
2008-111	Eagle P-3 FasTracks Corridors (Gold and East Line)	R T D	\$6,000,000	No	\$2,056,493,000	\$927,761,000	\$765,761,000
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$650,500,000	\$94,000,000	\$15,000,000
2012-035	South Broadway Reconstruction : Kentucky Ave to south of Tennessee Ave	Denver	\$116,000	Yes	\$5,384,000	\$2,692,000	\$2,576,000
2012-036	Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave	Lakewood	\$2,363,000	Yes	\$7,801,000	\$6,240,000	\$4,350,000
2012-038	Bellevue Ave and Quebec St Intersection Operational Improvements	Greenwood Village	\$377,317	Yes	\$1,505,000	\$1,053,000	\$853,000
2012-040	Foothills Pkwy/SH-157 Operational Improvements: Diagonal Hwy to Valmont Rd	Boulder	\$125,000	Yes	\$750,000	\$600,000	\$500,000
2012-042	32nd Ave Widening: Wright Ct to Braun Ct Operational Improvements	Wheat Ridge	\$2,593,000	Yes	\$5,517,000	\$2,924,000	\$0
2012-044	Peoria St/Smith Rd RR Grade Separation	Denver	\$18,857,469	Yes	\$50,000,000	\$25,000,000	\$22,600,000
2012-046	Baseline Rd Bike/Ped Underpass: Broadway St to 28th St	Boulder	\$1,090,000	Yes	\$5,400,000	\$4,046,000	\$3,322,000
2012-054	Kipling Multi-Use Path: 32nd Ave to 44th Ave	Wheat Ridge	\$274,000	Yes	\$3,178,000	\$2,473,000	\$2,199,000
2012-061	Nederland Sidewalks Phase 2	Nederland	\$60,000	Yes	\$654,000	\$486,000	\$426,000
2012-072	US-287 (Federal)/92nd Ave Operations Improvements	Federal Heights	\$586,047	No	\$5,671,000	\$3,970,000	\$3,124,000
STP Metro Total			\$32,949,457				

Surface Treatment

2001-214	Region 6 Surface Treatment Pool	CDOT Region 6	\$35,409,746	No	\$421,598,000	**	\$0
2007-095	Region 4 Surface Treatment Pool	CDOT Region 4	\$7,732,565	No	\$52,986,000	**	\$0
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	*	No	\$139,688,000	**	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$650,500,000	\$94,000,000	\$15,000,000
2012-046	Baseline Rd Bike/Ped Underpass: Broadway St to 28th St	Boulder	*	Yes	\$5,400,000	\$4,046,000	\$3,322,000
Surface Treatment Total			\$43,142,311				
<u>TCSP Discretionary</u>							
2012-067	Denver B-Cycle Downtown Core and Neighborhood Expansion	CDOT	\$188,000	Yes	\$652,000	\$652,000	\$0
TCSP Discretionary Total			\$188,000				
<u>TIFIA</u>							
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	\$54,000,000	Yes	\$650,500,000	\$94,000,000	\$15,000,000
TIFIA Total			\$54,000,000				
<u>TIGER</u>							
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$650,500,000	\$94,000,000	\$15,000,000
TIGER Total			\$0				
Grand Total of Obligations			\$572,266,199				

* - 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.

** - Due to the way CDOT funded projects are mixed with federal and state funds, it is not possible to distinguish an exact amount of federal funds.



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