

ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Fiscal year 2018
Oct. 1, 2017 -
Sept. 30, 2018

Jan. 16, 2019

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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 2018 (October 1, 2017 to September 30, 2018).

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 59 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. 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

¹ [23 U.S.C. 450.334 \(a\)](#)

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 funding.

Transportation Improvement Program

The Transportation Improvement Program ([TIP](#)) is the adopted list of public transit, roadway, bicycle, pedestrian, air quality projects, congestion management 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 FY2018 is the 2018-2021 TIP and was adopted on April 19, 2017. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIPs.

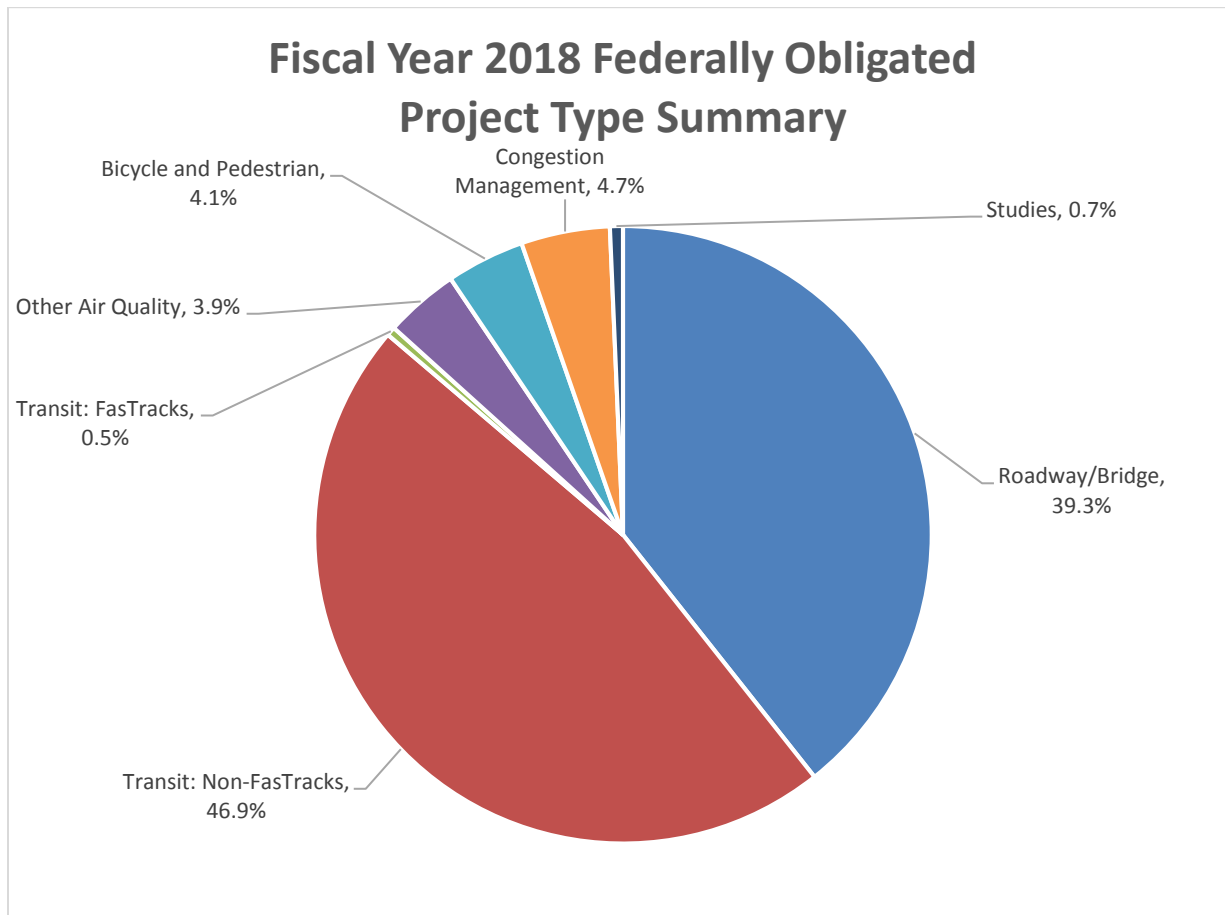
Public Involvement

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 \$198.7 million was obligated in FY2018 on 88 transportation projects. Some statistics regarding the FY2018 obligations include:

- \$93.1 million (46.9%) for non-FasTracks transit projects, \$78.2 million (39.3%) for roadway/bridge projects, \$9.2 million (4.7%) for congestion management projects, \$8.1 million (4.1%) for bicycle and pedestrian projects², \$7.7 million (3.9%) for other air quality projects, \$1.3 million (0.7%) for studies, and \$934,000 (0.5%) was for RTD FasTracks 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

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

- Obligations is the sum of all the obligations that occurred for that particular TIP project in FY2018
- 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 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 FY2018, 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.
- Freight funds improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- 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 the obligation is returned 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	STP Metro	\$2,118,020	Yes	\$76,200,000	\$4,200,000	\$0
Arapahoe County	Iliff Ave Operational Improvements: Parker Rd to Quebec St	2016-024	Congestion Mitigation / Air Quality	\$1,701,808	Yes	\$23,519,000	\$12,846,000	\$6,846,000
Aurora	Tollgate Creek Park Bike/Ped Bridge and Trail	2012-004	Transportation Alternatives	(\$7,477)	N/A	\$1,577,000	\$1,214,000	\$0
Aurora	Peoria-Smith Commuter Rail Station Bike/Ped Access Improvements	2012-050	Transportation Alternatives	\$61,756	Yes	\$516,000	\$397,000	\$0
Aurora	Nine Mile Station: Bike/Ped Access Improvements	2012-071	Transportation Alternatives	\$126,178	Yes	\$619,000	\$476,000	\$0
Aurora	Colfax Ave Bike/Ped Improvements: Fitzsimons Pkwy to Peoria St	2012-091	Transportation Alternatives	\$365,000	Yes	\$725,000	\$485,000	\$0
Aurora	Metro Center Station Area Bike/Ped Connector Facility	2016-005	STP Metro	\$1,108,932	Yes	\$2,291,000	\$1,832,000	\$0
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Blvd	2016-016	Congestion Mitigation / Air Quality	\$1,306,812	Yes	\$7,105,000	\$5,683,000	\$0
Aurora	23rd Ave. Bike/Ped Path at Fitzsimons Station	2016-018	STP Metro	\$931,020	Yes	\$1,866,000	\$1,492,000	\$0
Boulder	Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36	2012-046	STP Metro	\$1,271,673	Yes	\$5,400,000	\$4,046,000	\$0
Boulder	30th St and Colorado Ave Bike/Ped Underpass	2016-035	Congestion Mitigation / Air Quality	\$145,089	Yes	\$8,000,000	\$3,950,000	\$3,350,000
Boulder	City of Boulder Quiet Zones	2016-068	STP Metro	\$12,545	Yes	\$1,791,000	\$1,056,000	\$1,056,000
Boulder	19th St Multi-Modal Improvements	2016-084	Transportation Alternatives	\$85,077	Yes	\$890,000	\$712,000	\$164,000
Boulder County	RTD Route L Service Enhancement	2016-010	Congestion Mitigation / Air Quality	\$580,000	No	\$2,080,000	\$1,128,000	\$0
Boulder County	SH-7 BRT Study: Boulder to Brighton	2016-045	STP Metro	\$116,690	No	\$250,000	\$200,000	\$0
Boulder County	Boulder County Bus-then-Bike Shelters	2016-054	Transportation Alternatives	\$484	Yes	\$310,000	\$158,000	\$0
Boulder County	Boulder County Quiet Zones	2016-069	STP Metro	\$78,781	Yes	\$2,499,000	\$1,389,000	\$1,389,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Broomfield	Broomfield Call-n-Ride	2016-014	Congestion Mitigation / Air Quality	\$92,000	No	\$527,000	\$188,000	\$0
Broomfield County	120th Ave Connection: Wadsworth Blvd to US-287	2007-029	STP Metro	\$8,566,312	Yes	\$80,073,000	\$20,914,000	\$0
Castle Rock	Founders Pkwy and Allen Way Intersection Improvements	2016-041	STP Metro	\$223,912	Yes	\$4,468,000	\$1,716,000	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$322,236	Yes	\$3,443,000	\$0	\$0
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$1,891,260	No	\$27,108,000	\$16,540,000	\$12,527,000
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$906,262	No	\$1,367,000	\$66,000	\$0
CDOT	RoadX Pool	2016-066	TC Contingency	\$123,312	No	\$18,800,000	\$0	\$0
CDOT Region 1	US-85: Cook Ranch Rd to Meadows Pkwy Widening	2001-154	Freight	\$218,544	No	\$129,948,000	\$6,100,000	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$4,897,715	No	\$61,400,000	\$0	\$0
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$433,090	No	\$25,094,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$184,322	No	\$40,317,000	\$40,317,000	\$26,488,000
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$528,729	No	\$6,155,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$27,361,493	No	\$177,000,000	\$0	\$0
CDOT Region 1	SH- 95: 52nd Ave to 56th Ave Operational Improvements	2007-123	Safety	\$467,786	No	\$900,000	\$0	\$0
CDOT Region 1	US-6/Federal Blvd/Bryant St: Federal to Bryant Interchange and Ramp Improvements	2007-171	Regional Priority Projects	\$220,791	No	\$30,000,000	\$0	\$0
CDOT Region 1	Region 1 FASTER Pool	2008-076	Faster Safety	\$9,282,129	No	\$109,414,000	\$0	\$0
CDOT Region 1	SH-79 Realignment & Grade Separation/Flyover (Bennett) PEL Study	2008-116	Regional Priority Projects	\$319,133	No	\$300,000	\$0	\$0
CDOT Region 1	US-6/19th St Intersection Grade Separation	2012-110	Regional Priority Projects	\$407,526	No	\$25,017,000	\$0	\$0
CDOT Region 1	Federal Blvd: 6th to Howard Widening	2012-111	Regional Priority Projects	\$4,328,537	No	\$29,203,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 1	Central 70	2016-003	Congestion Mitigation / Air Quality	\$1,317,550	Yes	\$1,198,217,000	\$460,000,000	\$41,000,000
CDOT Region 1	I-25: 120th Ave to SH-7 Managed Lanes	2016-055	Regional Priority Projects	\$357,466	No	\$116,677,000	\$0	\$0
CDOT Region 1	Region 1 RPP Pool	2016-057	Regional Priority Projects	\$1,542,946	Yes	\$51,950,000	\$0	\$0
CDOT Region 1	C-470 Managed Toll Express Lanes: I-25 to Wadsworth	2016-059	RAMP	(\$1,356,436)	N/A	\$319,061,000	\$106,950,000	\$0
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$669,852	Yes	\$6,903,000	\$5,523,000	\$3,682,000
CDOT Region 1	I-25 Central PEL	2018-008	Freight	\$1,000,000	No	\$3,500,000	\$1,000,000	\$0
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$2,605,277	No	\$38,230,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment	\$6,597,944	No	\$125,167,000	\$0	\$0
CDOT Region 4	Region 4 RAMP Project Pool	2012-109	RAMP	\$458,408	Yes	\$13,986,000	\$0	\$0
CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	2012-121	Regional Priority Projects	\$551,749	No	\$9,334,000	\$0	\$0
Centennial	Smoky Hill Rd and Himalaya St Intersection Roadway Operational Improvements	2012-090	STP Metro	\$441,360	Yes	\$897,000	\$0	\$0
Centennial	Arapahoe Rd: I-25 to Parker Rd Next Steps Operations Study	2016-046	STP Metro	\$208,285	No	\$500,000	\$400,000	\$0
Commerce City	North Metro Rail 72nd Ave and Colorado Blvd Station Sidewalks	2012-080	STP Metro	\$95,636	Yes	\$1,927,000	\$1,542,000	\$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	\$0
Commerce City	Industrial Area Transportation Study: I-25 to I-270 to 40th Ave/Smith Rd	2016-047	STP Metro	\$700,000	No	\$1,000,000	\$700,000	\$0
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	Congestion Mitigation / Air Quality	\$68,406	No	\$7,185,000	\$4,800,000	\$0
Denver	South Broadway Reconstruction: Kentucky Ave to south of Tennessee Ave	2012-035	STP Metro	\$168,387	Yes	\$5,384,000	\$2,692,000	\$0
Denver	Denver Aerotropolis Transportation Plan	2012-105	TCSP Discretionary	(\$49,483)	N/A	\$604,000	\$500,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Denver	I-25 & Broadway Interchange Reconstruction	2016-021	STP Metro	\$1,184,613	Yes	\$29,189,000	\$6,833,000	\$0
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	2016-023	STP Metro	\$743,201	Yes	\$24,500,000	\$7,120,000	\$3,310,000
Denver	High Line Canal Trail Underpass at Hampden and Colorado	2016-038	Transportation Alternatives	\$214,172	Yes	\$5,400,000	\$1,250,000	\$0
DRCOG	Regional Transportation Demand Management (TDM) Program Pool	1999-097	Congestion Mitigation / Air Quality	\$6,952,863	No	\$8,924,000	\$3,759,000	\$2,186,000
DRCOG	Regional Intelligent Transportation System Pool	2005-026	Congestion Mitigation / Air Quality	\$17,100	No	\$13,078,000	\$3,550,000	\$0
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	Congestion Mitigation / Air Quality	(\$300,000)	N/A	\$3,200,000	\$1,810,000	\$1,400,000
DRCOG	One-Call/One-Click Transportation Resource Center	2012-075	Section 5309 VTCLI	\$26,386	No	\$767,000	\$549,000	\$0
Erie	Erie Pkwy Study: SH-287 to I-25	2016-048	STP Metro	\$160,000	No	\$200,000	\$160,000	\$0
Federal Heights	US-287 (Federal)/92nd Ave Intersection Operations Improvements	2012-072	STP Metro	\$828,211	Yes	\$5,671,000	\$3,970,000	\$0
Jefferson County	US-6 Shared-Use Path: Colfax Ave to Johnson Rd	2016-032	Transportation Alternatives	\$589,000	Yes	\$737,000	\$589,000	\$0
Longmont	SH-119: South of Hover Bike/Ped Underpass	2012-051	Congestion Mitigation / Air Quality	\$563,676	Yes	\$1,996,000	\$955,000	\$0
Longmont	RTD Route #324 Service Improvements	2016-015	Congestion Mitigation / Air Quality	\$392,000	No	\$1,470,000	\$784,000	\$0
Longmont	Southwest Longmont Subarea Operations Study	2016-075	STP Metro	\$193,604	No	\$375,000	\$300,000	\$0
Louisville	Louisville-Lafayette Quiet Zones	2016-071	STP Metro	\$153,861	Yes	\$2,363,000	\$1,556,000	\$1,556,000
Mead	Mead School to School Trail Project	2016-053	Transportation Alternatives	\$236,843	Yes	\$500,000	\$400,000	\$0
Nederland	Nederland Sidewalks Phase 2	2012-061	Transportation Alternatives	\$79,007	Yes	\$904,000	\$686,000	\$0
Northglenn	North Metro Rail 112th Ave Corridor Improvements	2012-079	STP Metro	\$17,336	Yes	\$1,059,000	\$827,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
R A Q C	Advanced Fleet Technology Project	2012-012	Congestion Mitigation / Air Quality	\$1,649,359	No	\$7,652,000	\$6,121,000	\$0
R A Q C	Ozone Aware	2012-013	Congestion Mitigation / Air Quality	\$286,364	No	\$2,080,000	\$1,663,000	\$0
R A Q C	Air Quality Improvements Pool	2016-002	Congestion Mitigation / Air Quality	\$7,272,858	No	\$8,400,000	\$3,600,000	\$1,800,000
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	STP Metro	\$153,677	No	\$600,000	\$480,000	\$0
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$62,436,728	No	\$383,613,000	\$309,120,000	\$192,900,000
R T D	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$16,809,391	No	\$86,161,000	\$69,125,000	\$51,900,000
R T D	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	Section 5309 New Start	\$934,000	No	\$1,965,558,000	\$213,263,000	\$213,263,000
R T D	RTD Capital Improvements: Bus and Facilities Funding	2012-108	Section 5339	\$5,780,951	No	\$34,250,000	\$27,600,000	\$17,940,000
R T D	MetroRide Service Expansion: DUS to Civic Center	2016-009	Congestion Mitigation / Air Quality	\$400,000	No	\$1,500,000	\$1,185,000	\$0
R T D	Colfax 15L Transit Improvements: I-225 to I-25	2016-019	STP Metro	\$2,600,000	Yes	\$3,250,000	\$2,600,000	\$0
Superior	Superior Call-n-Ride	2016-013	Congestion Mitigation / Air Quality	\$106,000	No	\$530,000	\$216,000	\$0
Superior	Superior Trail: McCaslin BRT Station to Coal Creek	2016-033	Transportation Alternatives	\$154,914	Yes	\$750,000	\$600,000	\$0
Superior	Superior Trail: McCaslin BRT to Davidson Mesa Underpass	2016-034	Congestion Mitigation / Air Quality	\$69,034	Yes	\$1,310,000	\$497,000	\$0
Thornton	North Metro Rail Bicycle/Pedestrian Access to Three FasTracks Stations	2012-081	Congestion Mitigation / Air Quality	\$365,489	Yes	\$2,129,000	\$164,000	\$0
University of Colorado-Boulder	University of Colorado Boulder East Campus Pedestrian Bridge & Trail Connection	2016-007	Transportation Alternatives	\$19,411	Yes	\$513,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
University of Colorado-Boulder	19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus	2016-073	Congestion Mitigation / Air Quality	\$42,513	Yes	\$5,998,000	\$4,378,000	\$3,880,000
Wheat Ridge	Wadsworth Blvd Widening: 35th Ave to 48th Ave	2016-020	STP Metro	\$981,889	Yes	\$38,800,000	\$19,280,000	\$11,280,000
Grand Total of Obligations				\$198,720,275				



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