

ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Fiscal year 2019
Oct. 1, 2018 -
Sept. 30, 2019

Dec. 18, 2019

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 2019 (October 1, 2018 to September 30, 2019).

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 FY2019 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.

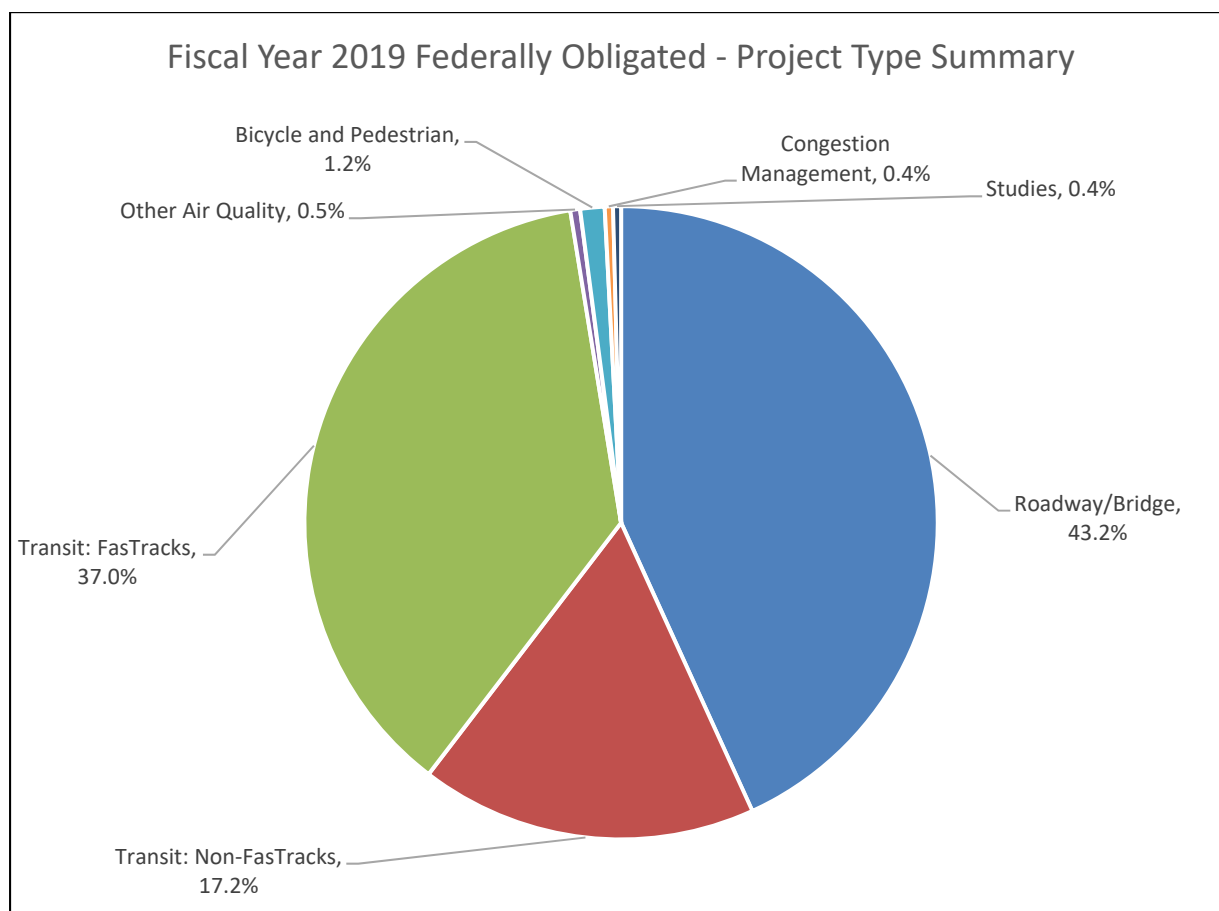
Public Involvement

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 \$575.9 million was obligated in FY2019 on 79 transportation projects. Some statistics regarding the FY2019 obligations include:

- \$248.7 million (43.2%) for roadway/bridge projects, \$213.3 (37%) for RTD FasTracks projects, \$99.1 million (17.2%) for non-FasTracks transit projects, \$7.2 million (1.3%) for bicycle and pedestrian projects², \$2.9 million (.5%) for other air quality projects, \$2.4 million (.4%) for congestion management projects, and \$2.3 million (0.4%) for studies. 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 FY2019
- 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 currently adopted 2020-2023 TIP)
- Total Federal Funds Remaining lists the programmed federal transportation funds in the current 2020-2023 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 FY2019, federal funding was distributed through the following TIP categories:

- ADA funds are for addressing curb ramp compliance on the state highway system, particularly arterial roadways. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- 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.
- 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.
- The Infrastructure for Rebuilding America (INFRA) discretionary grant program provides dedicated, discretionary funding for projects that address critical issues facing our nation's highways and bridges.
- 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 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.
- 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	RAMP	\$21,539,060	No	\$76,200,000	\$0	\$0
Arapahoe County	Gun Club Rd and Quincy Ave Operational Improvements	2016-040	Congestion Mitigation / Air Quality	\$64,000	Yes	\$12,700,000	\$3,892,000	\$0
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Blvd	2016-016	Congestion Mitigation / Air Quality	\$1,977,199	Yes	\$7,105,000	\$5,683,000	\$0
Aurora	23rd Ave. Bike/Ped Path at Fitzsimons Station	2016-018	STP Metro	\$119,813	Yes	\$1,866,000	\$1,492,000	\$0
Bennett	Hwy 79 and Hwy 36 Grade Separation: EA and Design Study	2016-044	STP Metro	\$462,247	No	\$1,500,000	\$392,000	\$0
Boulder	30th St and Colorado Ave Bike/Ped Underpass	2016-035	Congestion Mitigation / Air Quality	\$576,874	Yes	\$16,050,000	\$3,950,000	\$3,950,000
Boulder	City of Boulder Quiet Zones	2016-068	STP Metro	\$65,362	Yes	\$1,791,000	\$1,056,000	\$0
Boulder	19th St. Multimodal Improvements	2016-084	Transportation Alternatives	\$22,028	Yes	\$890,000	\$0	\$0
Boulder County	Boulder County Bus-then-Bike Shelters	2016-054	Transportation Alternatives	\$144,659	No	\$310,000	\$158,000	\$0
Boulder County	Boulder County Quiet Zones	2016-069	STP Metro	\$70,789	Yes	\$2,499,000	\$1,389,000	\$0
Castle Rock	Meadows Pkwy Reconstruction: US-85 to Meadows Blvd	2016-027	STP Metro	\$1,333,000	Yes	\$1,667,000	\$1,333,000	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$275,944	Yes	\$6,283,000	\$0	\$0
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	FTA Section 5310	\$2,740,260	No	\$37,012,000	\$7,692,000	\$7,692,000
CDOT	Central 70	2016-003	Congestion Mitigation / Air Quality	\$5,194,100	No	\$1,198,217,000	\$25,000,000	\$25,000,000
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	FTA Section 5311	\$1,421,000	No	\$1,367,000	\$0	\$0
CDOT Region 1	US-85: Cook Ranch Rd. to Meadows Pkwy. Widening	2001-154	Regional Priority Projects	\$212,303	No	\$131,803,000	\$6,955,000	\$6,955,000
CDOT Region 1	US-6: Wadsworth Blvd. Interchange Reconstruction	2005-072	Regional Priority Projects	\$1,387,329	No	\$37,000,000	\$0	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$3,196,853	No	\$76,000,000	\$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	\$73,916	No	\$2,800,000	\$0	\$0
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$1,266,482	No	\$16,400,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$9,617,320	No	\$39,734,000	\$39,734,000	\$39,734,000
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$607,286	No	\$13,195,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$41,385,074	No	\$164,400,000	\$0	\$0
CDOT Region 1	I-70/Kipling: NEPA and Post NEPA Improvements	2012-062	Regional Priority Projects	\$1,341,889	Yes	\$3,100,000	\$0	\$0
CDOT Region 1	North I-25 Interim Managed Lanes: US-36 to 120th Ave.	2012-073	Safety	\$2,030,615	No	\$68,524,000	\$0	\$0
CDOT Region 1	US-6/19th St Intersection Grade Separation	2012-110	Regional Priority Projects	\$17,995,000	Yes	\$25,017,000	\$0	\$0
CDOT Region 1	Federal Blvd: 6th to Howard Widening	2012-111	Regional Priority Projects	\$14,049,768	Yes	\$29,203,000	\$0	\$0
CDOT Region 1	I-25: 120th Ave to SH-7 Managed Lanes	2016-055	Regional Priority Projects	\$39,751,791	No	\$116,677,000	\$0	\$0
CDOT Region 1	Region 1 RPP Pool	2016-057	Regional Priority Projects	\$2,922,110	No	\$72,190,000	\$0	\$0
CDOT Region 1	US-85 Corridor Improvements: I-76 to 124th Ave.	2016-078	Regional Priority Projects	\$8,758,457	No	\$17,437,000	\$0	\$0
CDOT Region 1	Region 1 ADA Projects	2018-001	ADA	\$128,961	Yes	\$44,972,000	\$0	\$0
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$115,836	Yes	\$6,903,000	\$1,841,000	\$1,841,000
CDOT Region 1	SB I-225: Yosemite to I-25 Restriping Pilot Project	2018-006	Regional Priority Projects	\$833,772	No	\$725,000	\$0	\$0
CDOT Region 1	I-25 Central PEL	2018-008	Regional Priority Projects and Freight	\$1,366,038	No	\$3,500,000	\$1,000,000	\$0
CDOT Region 1	C-470: Wadsworth to I-70	2018-010	RAMP	\$67,684	Yes	\$5,000,000	\$0	\$0
CDOT Region 1	I-25 Capacity Improvements: Castle Rock to El Paso County Line	2018-014	INFRA	\$65,000,000	No	\$329,550,000	\$8,000,000	\$8,000,000
CDOT Region 4	Region 4 Traffic Signal Pool	2007-091	Safety	\$1,159,600	No	\$260,000	\$0	\$0

Annual Listing of Federally Obligated Projects FY2019
Denver Regional Council of Governments

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$491,937	No	\$38,230,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment	\$1,809,633	No	\$125,167,000	\$0	\$0
CDOT Region 4	Region 4 Bridge Off-System Pool	2008-028	Bridge Off-System	\$111,928	No	\$166,000	\$0	\$0
CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	2012-121	Regional Priority Projects	\$962,962	Yes	\$15,839,000	\$0	\$0
CDOT Region 1	SH- 95: 52nd Ave to 56th Ave Operational Improvements	2007-123	Safety	\$2,362,434	Yes	\$900,000	\$0	\$0
CDOT Region 1	US-36: Wetland Mitigation	2008-117	Regional Priority Projects	\$677,505	No	\$2,950,000	\$0	\$0
Centennial	Smoky Hill Rd and Himalaya St Intersection Roadway Operational Improvements	2012-090	STP Metro	\$23,229	Yes	\$897,000	\$0	\$0
Centennial	Arapahoe Rd: I-25 to Parker Rd Next Steps Operations Study	2016-046	STP Metro	\$191,715	No	\$500,000	\$400,000	\$0
Denver	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	2012-003	Transportation Alternatives	\$751,160	Yes	\$3,457,000	\$2,765,000	\$0
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	Congestion Mitigation / Air Quality	(\$3,978)	No	\$7,185,000	\$4,800,000	\$0
Denver	Peoria St/Smith Rd RR Grade Separation	2012-044	STP Metro	(\$783,364)	N/A	\$57,187,000	\$32,187,000	\$0
Denver	Broadway Station and I-25 Safety and Access Improvements	2016-021	STP Metro	\$18,653	Yes	\$71,657,000	\$17,365,000	\$17,365,000
Denver	Martin Luther King Jr. Blvd Extension: Havana St to Peoria St	2016-022	STP Metro	\$194,456	Yes	\$15,000,000	\$7,172,000	\$0
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	2016-023	STP Metro	\$91,338	Yes	\$24,500,000	\$7,120,000	\$0
Denver	High Line Canal Trail Underpass at Hampden and Colorado	2016-038	Transportation Alternatives	\$10,000	Yes	\$5,400,000	\$1,250,000	\$0
Denver	South Platte Greenway Access Sidewalk Improvements: Iowa Ave RR Underpass and Santa Fe Dr	2016-077	Congestion Mitigation / Air Quality	\$83,404	Yes	\$3,400,000	\$685,000	\$0
DRCOG	Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects	1999-097	Congestion Mitigation / Air Quality	\$726,648	No	\$14,969,000	\$4,836,000	\$4,836,000

Annual Listing of Federally Obligated Projects FY2019
Denver Regional Council of Governments

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	Congestion Mitigation / Air Quality	\$200,000	No	\$3,200,000	\$1,810,000	\$0
DRCOG	Regional TDM Program: Way to Go	2012-064	Congestion Mitigation / Air Quality	\$1,572,582	No	\$16,770,000	\$8,800,000	\$8,800,000
DRCOG	Regional Transportation Operations and Technology Set-Aside	2016-004	Congestion Mitigation / Air Quality	\$138,722	No	\$50,982,000	\$21,406,000	\$21,406,000
Englewood	Platte River Path: Dartmouth Bicycle and Pedestrian Bridge	2007-034	Transportation Alternatives	\$6,220	Yes	\$670,000	\$362,000	\$0
Federal Heights	US-287 (Federal)/92nd Ave Intersection Operations Improvements	2012-072	STP Metro	\$2,464,314	Yes	\$5,671,000	\$3,970,000	\$0
Jefferson County	Peaks to Plains Trail - SH-6 Tunnel 1 to Huntsman Gulch	2020-002	Transportation Alternatives	\$23,035	Yes	\$30,000,000	\$0	\$0
Longmont	SH-119: South of Hover Bike/Ped Underpass	2012-051	Congestion Mitigation / Air Quality	\$312,068	Yes	\$1,996,000	\$955,000	\$0
Longmont	Main St/US-287: Ken Pratt Blvd to 3rd Ave Reconstruction	2012-057	STP Metro	\$286,898	Yes	\$3,780,000	\$1,890,000	\$0
Longmont	Southwest Longmont Subarea Operations Study	2016-075	STP Metro	\$106,396	No	\$375,000	\$0	\$0
Louisville	Louisville-Lafayette Quiet Zones	2016-071	STP Metro	\$46,882	Yes	\$2,363,000	\$1,556,000	\$0
Mead	Mead School to School Trail Project	2016-053	Transportation Alternatives	\$35,052	Yes	\$500,000	\$400,000	\$0
Northglenn	North Metro Rail 112th Ave. Corridor Improvements	2012-079	STP Metro	\$96,369	Yes	\$1,059,000	\$0	\$0
Parker	Parker Rd Sidewalk Connection: Plaza Dr to Sulphur Gulch Trail	2016-036	Congestion Mitigation / Air Quality	\$484,766	Yes	\$730,000	\$504,000	\$0
R A Q C	Air Quality Improvements Set-Aside	2016-002	Congestion Mitigation / Air Quality	\$2,772,548	No	\$16,530,000	\$6,600,000	\$6,600,000
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	STP Metro	\$82,974	No	\$1,500,000	\$475,000	\$475,000
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	FTA Section 5307	\$65,726,515	No	\$383,900,000	\$271,400,000	\$271,400,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
R T D	State of Good Repair	1999-052	FTA Section 5337 State of Good Repair	\$16,306,232	No	\$90,530,000	\$72,400,000	\$72,400,000
R T D	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	FTA Section 5309 New Start	\$213,262,585	Yes	\$1,965,558,000	\$0	\$0
R T D	North Metro Rail Stock Show Station Bicycle/Pedestrian Trails	2012-082	Congestion Mitigation / Air Quality	\$1,639,200	Yes	\$2,049,000	\$1,639,000	\$0
R T D	RTD Capital Improvements: Bus and Facilities Funding	2012-108	FTA Section 5339	\$5,155,572	No	\$31,280,000	\$25,025,000	\$25,025,000
R T D	RTD Bus Purchases	2016-063	FTA Section 5339	\$7,587,000	No	\$17,321,000	\$9,099,000	\$0
Superior	Superior Trail: McCaslin BRT to Davidson Mesa Underpass	2016-034	Congestion Mitigation / Air Quality	\$31,823	Yes	\$1,310,000	\$497,000	\$0
University of Colorado-Boulder	University of Colorado Boulder East Campus Pedestrian Bridge & Trail Connection	2016-007	Transportation Alternatives	\$242,910	Yes	\$513,000	\$0	\$0
University of Colorado-Boulder	19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus	2016-073	Congestion Mitigation / Air Quality	\$269,814	Yes	\$7,598,000	\$4,037,000	\$4,037,000
Westminster	Westminster Quiet Zones	2018-013	STP Metro	\$35,542	Yes	\$1,455,000	\$800,000	\$0
Grand Total of Obligations				\$575,880,098				



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