

# ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

**Fiscal year 2020**

Oct. 1, 2019 –  
Sept. 30, 2020

Dec. 16, 2020

## 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."<sup>1</sup>*

The Federal Highway Administration defines obligation as the federal government's legal commitment (promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs. 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 2020 (October 1, 2019 to September 30, 2020).

## 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

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<sup>1</sup> [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 surface transportation (public transit, roadway, bicycle, pedestrian, air quality, congestion management, etc.) 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 FY2020 is the 2020-2023 TIP and was adopted on August 21, 2019. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIPs.

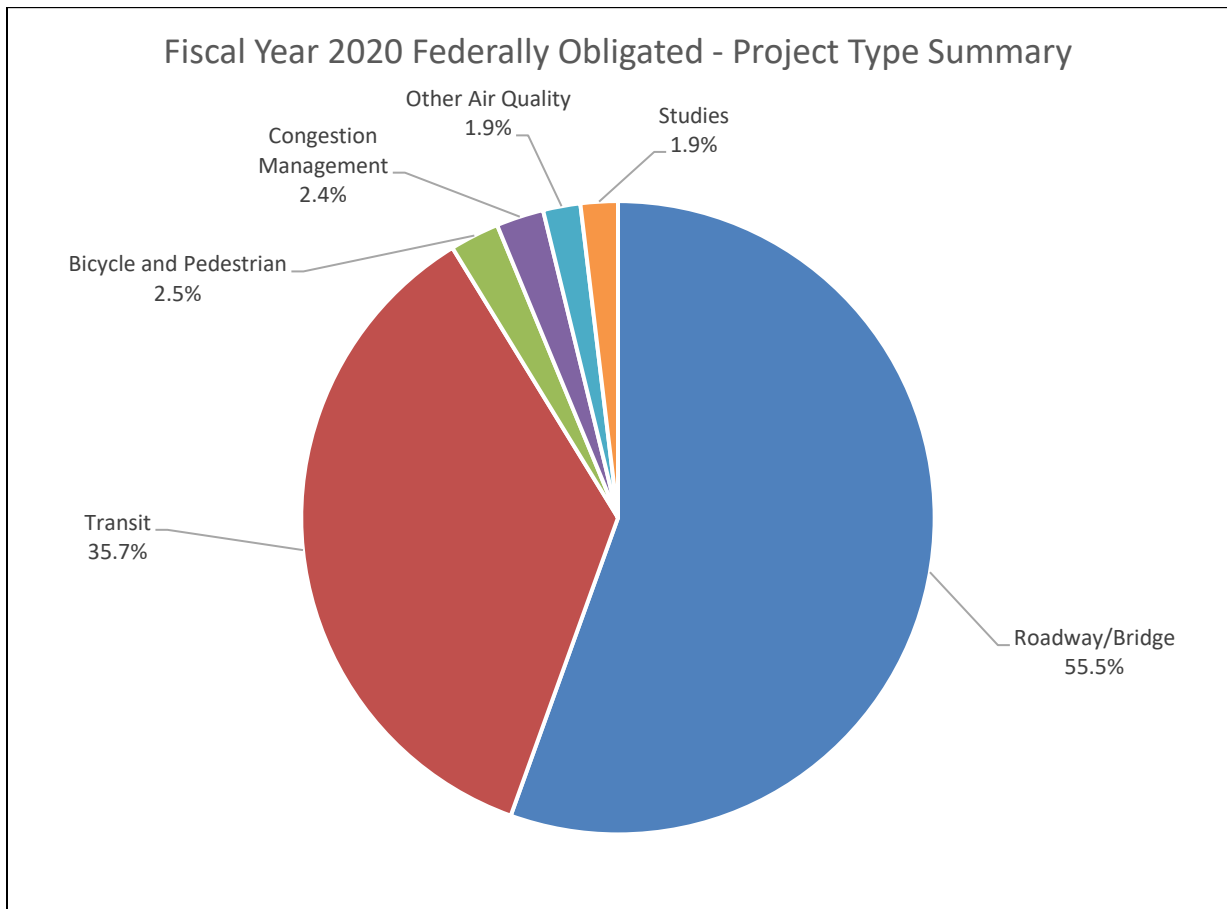
#### Public Involvement

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 Obligated Projects**

A net total of \$264.4 million was obligated in FY2020 on 75 transportation projects. Some statistics regarding the FY2020 obligations include:

- \$146.7 million (55.5%) for roadway/bridge projects, \$94.5 million (35.7%) for transit projects, \$6.7 million (2.5%) for bicycle and pedestrian projects<sup>2</sup>, \$6.4 million (2.4%) for congestion management projects, \$5 million (1.9%) for other air quality projects, and \$5 million (1.9%) for studies. The chart below illustrates these percentages:



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

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## Obligation Report

This report is organized by TIP project sponsor. Information shown about each project includes:

- TIP Sponsor lists the agency that is financially responsible for the TIP project
- Project Name
- TIP Identification (TIP ID) is a unique number given to each project selected for inclusion into a DRCOG TIP
- Funding Type identifies the program that funds the project, according to the CDOT classification
- Obligations is the sum of all the obligations that occurred for that particular TIP project in FY2020
- 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 FY2020, federal funding was distributed through the following funding categories:

- ADA (Americans with Disabilities Act) 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.
- AID (Accelerated Innovation Deployment) funds projects that adopt innovation in highway transportation.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality (CMAQ) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Congestion Relief funds projects which reduce congestion on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- 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 (Responsible Acceleration of Maintenance & Partnerships) 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.
- RoadX funds innovative technology to improve the safety, mobility, and efficiency of the transportation 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. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Section 5307 funds capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5310 funds capital assistance grants to private nonprofit organizations to serve the transportation needs of elderly people and individuals with disabilities.
- Section 5311 funds capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5337, or State of Good Repair funds, intend to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.

- Section 5339 funds the replacement, rehabilitation, and purchase of buses and other transit vehicles as well as construction of bus-related facilities.
- STP-Metro (or STBG) 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.
- TIFIA (Transportation Infrastructure & Finance Innovation Act) 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.
- Transportation Alternative funds such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation 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 project<sup>3</sup>.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation. Project closeouts can sometimes take place many years after the project was actually completed.

The table also identifies which projects contain elements improving pedestrian and/or bicycling infrastructure. In some cases, this is a pedestrian and bicycle-only project (reflected in the previous pie chart). In most circumstances, the pedestrian and bicycle components are part of a larger project. Since deobligations by definition are not current "investments," their bicycle/pedestrian applicability is shown as not applicable (N/A).

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at <https://drcog.org/planning-great-region/transportation-planning/transportation-improvement-program> or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT and RTD, as DRCOG does not directly participate in the obligation process.

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<sup>3</sup> This report does not include the project phases.

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Adams County	I-270 Corridor Environmental Assessment	2020-068	STP Metro	\$1,304,904	No	\$5,300,000	\$1,800,000	\$0
Arapahoe County	Gun Club Rd and Quincy Ave Operational Improvements	2016-040	Congestion Mitigation / Air Quality	\$871,461	Yes	\$12,700,000	\$3,892,000	\$0
Arapahoe County	US-85 PEL Study: C-470 to I-25	2020-006	STP Metro	\$444,018	No	\$3,000,000	\$1,500,000	\$0
Boulder	Wonderland Creek Underpass and Multi-use Path Connection: Foothills Pkwy to Diagonal Hwy	2012-002	Congestion Mitigation / Air Quality	\$49,999	Yes	\$4,000,000	\$2,000,000	\$0
Boulder	30th St and Colorado Ave Bike/Ped Underpass	2016-035	Congestion Mitigation / Air Quality	\$78,037	Yes	\$16,050,000	\$3,950,000	\$0
Boulder	City of Boulder Quiet Zones	2016-068	STP Metro	\$128,631	Yes	\$1,791,000	\$1,056,000	\$0
Boulder	19th St. Multimodal Improvements	2016-084	Transportation Alternatives	\$20,243	Yes	\$890,000	\$0	\$0
Boulder County	71st St. Multimodal Pathway Connection: Winchester to Idylwild Trail	2016-030	Transportation Alternatives	\$301,000	Yes	\$1,075,000	\$0	\$0
Boulder County	Williams Fork Trail Multi-Use Path: 63rd St. to Twin Lakes Rd.	2016-052	Transportation Alternatives	\$358,417	Yes	\$1,420,000	\$0	\$0
Boulder County	Boulder County Quiet Zones	2016-069	STP Metro	\$388,129	Yes	\$2,499,000	\$1,389,000	\$0
Broomfield	Broomfield FlexRide	2020-076	Congestion Mitigation / Air Quality	\$360,000	No	\$1,800,000	\$1,440,000	\$1,080,000
Castle Rock	Founders Pkwy. and Allen Way Intersection Improvements	2016-041	STP Metro	\$284,504	Yes	\$4,468,000	\$0	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$400,416	Yes	\$6,283,000	\$0	\$0
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$3,275,668	No	\$38,525,000	\$8,754,000	\$5,400,000
CDOT	Central 70	2016-003	Congestion Mitigation / Air Quality	\$32,532,938	No	\$1,198,217,000	\$25,000,000	\$12,500,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$705,301	No	\$2,099,000	\$400,000	\$0
CDOT	Innovative Mobility Pool	2016-066	RoadX	\$1,049,277	No	\$22,700,000	\$0	\$0
CDOT	Transit Capital Program (FTA 5339)	2018-004	Section 5339	\$8,903,838	No	\$1,304,000	\$0	\$0
CDOT Region 1	US-85: Cook Ranch Rd. to Meadows Pkwy. Widening	2001-154	Freight	\$399,679	No	\$131,803,000	\$6,955,000	\$0
CDOT Region 1	Region 1 Congestion Relief Pool	2007-072	Congestion Relief	\$447,020	No	\$11,627,000	\$0	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$5,425,272	No	\$76,000,000	\$0	\$0
CDOT Region 1	Region 1 Hot Spot Pool	2007-074	Safety	\$73,667	No	\$2,800,000	\$0	\$0
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$2,062,503	No	\$16,400,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$6,529,181	No	\$40,734,000	\$40,734,000	\$26,400,000
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$771,887	No	\$14,436,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$42,997,674	No	\$164,400,000	\$0	\$0
CDOT Region 1	US-6/Federal Blvd/Bryant St: Federal to Bryant Interchange and Ramp Improvements	2007-171	Regional Priority Projects	\$233,722	No	\$30,000,000	\$0	\$0
CDOT Region 1	Region 1 FASTER Pool	2008-076	FASTER Safety	\$2,671,863	Yes	\$172,579,000	\$0	\$0
CDOT Region 1	SH-79 Realignment & Grade Separation/Flyover (Bennett) PEL Study	2008-116	Regional Priority Projects	\$258,385	No	\$300,000	\$0	\$0
CDOT Region 1	US-36: Wetland Mitigation	2008-117	Regional Priority Projects	(\$114,920)	N/A	\$2,950,000	\$0	\$0
CDOT Region 1	I-25: 120th Ave to SH-7 Managed Lanes	2016-055	Regional Priority Projects	\$16,459,261	No	\$116,677,000	\$0	\$0
CDOT Region 1	C-470 Managed Toll Express Lanes: I-25 to Wadsworth	2016-059	TIFIA	(\$502,488)	N/A	\$344,061,000	\$0	\$0
CDOT Region 1	Region 1 ADA Projects	2018-001	ADA	\$58,233	Yes	\$44,972,000	\$0	\$0



TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$2,117,835	Yes	\$16,736,000	\$6,897,000	\$5,056,000
CDOT Region 1	I-25 Central PEL	2018-008	Freight	\$1,026,010	No	\$3,500,000	\$1,000,000	\$0
CDOT Region 1	US-85 (Vasquez Blvd) Operational Improvements: E. 52nd Ave. to E. 64th Ave.	2018-009	Freight	\$530,568	No	\$12,000,000	\$8,750,000	\$4,250,000
CDOT Region 1	C-470: Wadsworth to I-70	2018-010	RAMP	\$121,120	No	\$5,000,000	\$0	\$0
CDOT Region 1	I-25 Capacity Improvements: Castle Rock to El Paso County Line	2018-014	Freight	\$22,021,134	No	\$356,200,000	\$8,650,000	\$0
CDOT Region 1	Snow Plow Signal Priority Project: Wadsworth and Arapahoe	2020-092	AID	\$800,000	No	\$1,000,000	\$800,000	\$0
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$778,981	No	\$38,230,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment	\$7,060,409	No	\$134,104,000	\$37,000	\$37,000
CDOT Region 4	North I-25: Front Range EIS	2008-081	Regional Priority Projects	\$657,192	No	\$23,905,000	\$0	\$0
CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	2012-121	Regional Priority Projects	\$653,551	No	\$24,439,000	\$0	\$0
CDOT Region 4	SH-52 PEL Study: SH-119 to I-76	2020-075	STP Metro	\$504,080	No	\$2,500,000	\$1,250,000	\$625,000
Commerce City	North Metro Rail 72nd Ave. and Colorado Blvd. Station Sidewalks	2012-080	STP Metro	\$35,316	Yes	\$1,927,000	\$0	\$0
Commerce City	88th Ave. NEPA Study: I-76 to Hwy 2	2016-079	STP Metro	\$150,000	No	\$250,000	\$0	\$0
Denver	Broadway Station and I-25 Safety and Access Improvements	2016-021	STP Metro	\$679,661	Yes	\$71,657,000	\$17,365,000	\$12,223,000
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	2016-023	STP Metro	\$84,723	Yes	\$24,500,000	\$7,120,000	\$0
Denver	High Line Canal Trail Underpass at Hampden and Colorado	2016-038	Transportation Alternatives	\$1,021,173	Yes	\$5,400,000	\$1,250,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Denver	South Platte Greenway Access Sidewalk Improvements: Iowa Ave RR Underpass and Santa Fe Dr	2016-077	Congestion Mitigation / Air Quality	\$276,596	Yes	\$3,400,000	\$685,000	\$0
DRCOG	Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects	1999-097	Congestion Mitigation / Air Quality	\$2,380,376	Yes	\$14,969,000	\$4,836,000	\$3,000,000
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	STP Metro	\$681,008	Yes	\$3,200,000	\$1,810,000	\$0
DRCOG	Regional Transportation Operations and Technology Set-Aside	2016-004	Congestion Mitigation / Air Quality	\$302,669	No	\$50,800,000	\$23,345,000	\$18,345,000
DRCOG	Community Mobility Planning and Implementation Set-Aside	2020-077	STP Metro	\$257,940	Yes	\$7,345,000	\$5,749,000	\$4,044,000
Federal Heights	US-287 (Federal)/92nd Ave Intersection Operations Improvements	2012-072	STP Metro	\$235,745	Yes	\$5,671,000	\$3,970,000	\$0
Jefferson County	Jefferson County Bike Master Plan Update	2020-074	Transportation Alternatives	\$70,000	Yes	\$275,000	\$200,000	\$0
Lakewood	Multi-use path on the D10: Wadsworth Blvd to Zephyr St and Kipling St to Oak St	2016-006	Transportation Alternatives	\$769,406	Yes	\$2,400,000	\$1,064,000	\$0
Longmont	Longmont 1st and Emery Quiet Zone	2016-070	STP Metro	\$686,400	Yes	\$1,956,000	\$497,000	\$0
Louisville	Louisville-Lafayette Quiet Zones	2016-071	STP Metro	\$881,007	Yes	\$2,363,000	\$1,556,000	\$0
Northglenn	North Metro Rail 112th Ave. Corridor Improvements	2012-079	STP Metro	\$445,183	Yes	\$1,059,000	\$0	\$0
R A Q C	Air Quality Improvements Set-Aside	2016-002	Congestion Mitigation / Air Quality	\$4,809,382	No	\$16,530,000	\$6,600,000	\$3,300,000
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	STP Metro	\$226,567	No	\$1,500,000	\$475,000	\$0
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$59,226,410	No	\$383,900,000	\$271,400,000	\$206,500,000
R T D	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$14,713,863	No	\$90,530,000	\$72,400,000	\$55,100,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
R T D	RTD Bus Purchases	2016-063	Congestion Mitigation / Air Quality	\$1,000,000	No	\$17,321,000	\$9,099,000	\$0
R T D	Mobility as a Service: Implementing an Open-Ticketing Platform	2020-004	STP Metro	\$1,813,000	No	\$3,626,000	\$1,813,000	\$0
R T D	RTD T2 Comprehensive Plan	2020-005	STP Metro	\$1,420,000	No	\$4,000,000	\$1,420,000	\$0
R T D	Micro Transit Service & Mobility Options: North I-25 Area	2020-045	Congestion Mitigation / Air Quality	\$475,000	No	\$2,000,000	\$1,600,000	\$1,125,000
R T D	RTD Electric Bus Purchases	2020-089	Section 5339	\$2,600,000	No	\$17,685,000	\$2,600,000	\$0
Superior	Superior Trail: McCaslin BRT to Davidson Mesa Underpass	2016-034	Congestion Mitigation / Air Quality	\$596,143	Yes	\$1,310,000	\$497,000	\$0
Superior	US-36 Bikeway Extension: Superior to Broomfield	2020-017	Transportation Alternatives	\$84,240	Yes	\$1,312,000	\$1,049,000	\$849,000
University of Colorado-Boulder	University of Colorado Boulder East Campus Pedestrian Bridge & Trail Connection	2016-007	Transportation Alternatives	\$61,592	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	\$376,564	Yes	\$7,598,000	\$4,037,000	\$0
Westminster	Westminster Quiet Zones	2018-013	STP Metro	\$43,463	Yes	\$1,455,000	\$800,000	\$0
Wheat Ridge	Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70	2016-020	Surface Treatment	\$2,477,140	Yes	\$45,000,000	\$5,280,000	\$3,280,000
<b>Grand Total of Obligations</b>				<b>\$264,379,167</b>				



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