

Annual listing of federally obligated projects

Fiscal year 2022

Oct. 1, 2021 –
Sept. 30, 2022

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 2022 (October 1, 2021 to September 30, 2022).

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 58 local governments in the Denver metro area, promotes a regional perspective towards the metropolitan area’s most pressing issues and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and southwest Weld counties, plus the City and County of Broomfield and the City and County of Denver.

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 2050 Metro Vision RTP. The RTP is an element of the region’s [Metro Vision](#) plan. The 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 funding.

¹ [23 U.S.C. 450.334 \(a\)](#)

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 FY2022 is the FY 2022-2025 TIP and was adopted on April 21, 2021. It has been amended regularly since adoption. Some of the projects in this obligation report are from previous TIPs.

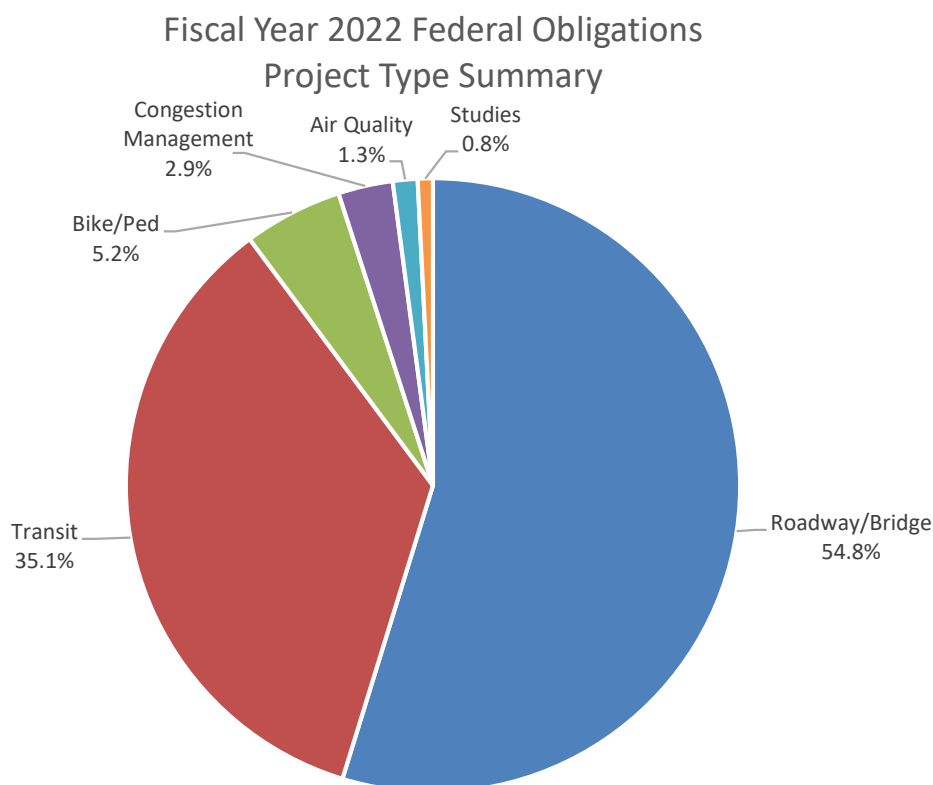
Public Involvement

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 \$392.8 million was obligated in FY2022 on 91 transportation projects. Some statistics regarding the FY2022 obligations include:

- \$215.1 million (54.8%) for roadway/bridge projects, \$137.7 million (35.1%) for transit projects, \$20.4 million (5.2%) for bicycle and pedestrian projects², \$11.3 million (2.9%) for congestion management projects, \$5.1 million (1.3%) for other air quality projects, and \$3.1 million (0.8%) 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 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 FY2022
- 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 FY 2022-2025 TIP)
- Total Federal Funds Remaining lists the programmed federal transportation funds in the current FY 2022-2025 TIP that are remaining for the project.

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

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 FY2022, federal funding was distributed through the following funding categories:

- Bridge (On-System and Off-System) funds are for the replacement, rehabilitation, and widening of any public bridge, either on the state highway system or on locally maintained roadways.
- BUILD (Better Utilizing Investments to Leverage Development) grants fund road, rail, transit, and port projects that achieve national objectives. This program was previously known as Transportation Investment Generating Economic Recovery (TIGER).
- CMAQ (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.
- Federal Emergency funds pay for reconstruction or replacement of damaged highways and bridges following natural disasters such as wildfires, storms, and floods.
- Freight funds improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- INFRA (Infrastructure for Rebuilding America) funds multimodal freight and highway projects of national or regional significance to improve safety, efficiency, and reliability of the movement of freight and people.
- NHPP (National Highway Performance Program) funds improvements to the condition and performance of the National Highway System to help ensure progress toward achieving the federal performance targets.
- 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.
- 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 5309, or New Starts, funds capital investments in fixed guideway transit, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
- 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.
- STBG (Surface Transportation Block Grant) 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. Additional STBG-Pandemic funds were provided to both the state and DRCOG region to assist in recovery from the COVID-19 pandemic.
- 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 Alternatives 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 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/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.

³ 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
Arapahoe County	Dry Creek Rd. Operational Improvements: I-25 to Inverness Dr. East	2020-057	CMAQ	\$339,528	Yes	\$4,520,000	\$1,665,000	\$0
Arapahoe County	I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements	2020-058	CMAQ	\$151,833	No	\$2,000,000	\$1,380,000	\$0
Arapahoe County	US-85 PEL Study: C-470 to I-25	2020-006	STBG	\$223,250	No	\$3,000,000	\$1,500,000	\$0
Aurora	13th Ave. Corridor Multimodal Mobility Study	2020-069	STBG	\$290,000	Yes	\$500,000	\$295,000	\$0
Aurora	23rd Ave. Bike/Ped Path at Fitzsimons Station	2016-018	STBG	\$391,000	Yes	\$1,866,000	\$1,492,000	\$0
Aurora	I-70 and Picadilly: New Interchange	2020-091	BUILD	\$25,000,000	No	\$67,215,000	\$25,000,000	\$0
Aurora	Nine Mile Station Bicycle and Pedestrian Bridge over Parker Rd.	2020-010	STBG	\$6,001,000	Yes	\$7,400,000	\$6,001,000	\$0
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Blvd	2016-016	CMAQ	\$800,000	Yes	\$7,105,000	\$5,683,000	\$0
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053	CMAQ	\$1,162,165	No	\$2,200,000	\$1,163,000	\$0
Boulder	30th St and Colorado Ave Bike/Ped Underpass	2016-035	CMAQ	\$1,950,000	Yes	\$16,050,000	\$4,750,000	\$0
Boulder County	71st St. Multimodal Pathway Connection: Winchester to Idylwild Trail	2016-030	Transportation Alternatives	\$528,331	Yes	\$1,075,000	\$860,000	\$0
Boulder County	SH-119 Bikeway: Boulder to Longmont	2020-013	STBG	\$1,006,000	Yes	\$9,358,000	\$8,266,000	\$7,160,000
Boulder County	Williams Fork Trail Multi-use Path: 63rd St. to Twin Lakes Rd.	2016-052	Transportation Alternatives	\$273,583	Yes	\$1,420,000	\$632,000	\$0
Broomfield	Active Transportation Wayfinding Pilot	2020-020	STBG	\$223,550	Yes	\$350,000	\$280,000	\$0
Broomfield	Broomfield FlexRide	2020-076	CMAQ	\$360,000	No	\$1,800,000	\$1,080,000	\$720,000
Broomfield	Industrial Ln. & Nickel St./Commerce St. Intersection Operational Improvements	2020-050	STBG	\$320,000	No	\$1,619,000	\$1,295,000	\$975,000
Broomfield	Industrial Ln. Bikeway Phase 2	2020-019	STBG	\$114,000	Yes	\$3,501,000	\$2,800,000	\$2,186,000
Broomfield	Midway Blvd. Multimodal Corridor Action Plan	2020-044	STBG	\$315,565	Yes	\$500,000	\$400,000	\$0
Broomfield	SH-7 Corridor Multimodal Improvements - Preconstruction	2020-007	STBG	\$5,000,000	Yes	\$19,447,000	\$11,013,000	\$3,813,000
Broomfield	US-287/120th Ave. Multimodal & Safety Study	2020-071	STBG	\$280,000	Yes	\$600,000	\$480,000	\$0
Broomfield	US-36 Bike-N-Ride Shelters, Amenities, Operations, and Marketing	2020-018	STBG	\$73,515	Yes	\$650,000	\$608,000	\$44,000
Castle Rock	I-25/Crystal Valley Pkwy Interchange: Preconstruction Activities	2020-097	BUILD	\$5,400,000	No	\$12,000,000	\$5,400,000	\$0
Castle Rock	SH-86/5th St. and Founders Pkwy./Ridge Rd. Intersection Operational Improvements	2020-051	CMAQ	\$397,614	Yes	\$6,500,000	\$3,925,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT	Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 - CDOT)	2012-107	Section 5310	\$179,625	No	\$36,398,000	\$1,371,000	\$0
CDOT	I-25 and Alameda Ave. Operational Improvements: Valley Highway Phase 2.0	2020-061	STBG	\$24,102,000	Yes	\$30,000,000	\$24,000,000	\$0
CDOT	Safe Routes to School Pool	2007-144	STBG	\$604,395	Yes	\$8,034,000	\$1,401,000	\$0
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$888,095	No	\$7,849,000	\$4,816,000	\$2,480,000
CDOT Region 1	C-470: Wadsworth to I-70	2018-010	NHPP	\$170,290	No	\$5,000,000	\$5,000,000	\$0
CDOT Region 1	Federal Blvd: 6th to Howard Widening	2012-111	STBG	\$3,506,085	Yes	\$29,203,000	\$23,363,000	\$0
CDOT Region 1	I-25 Capacity Improvements: Castle Rock to El Paso County Line	2018-014	INFRA	\$10,331,521	No	\$356,200,000	\$76,150,000	\$0
CDOT Region 1	I-25: 120th Ave to E-470 Managed Lanes	2016-055	TIFIA	\$101,792	No	\$121,477,000	\$55,764,000	\$28,430,000
CDOT Region 1	I-70 Escape Ramp	2022-019	Freight	\$120,000	No	\$27,600,000	\$4,600,000	\$4,100,000
CDOT Region 1	I-70 Noise Walls	2020-098	STBG-Pandemic	(\$20,165)	No	\$35,800,000	\$9,700,000	\$0
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$680,517	No	\$6,028,000	\$753,000	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$7,727,529	No	\$74,000,000	\$74,000,000	\$49,000,000
CDOT Region 1	Region 1 FASTER Pool	2008-076	Safety	\$2,306,508	No	\$238,563,000	\$238,563,000	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$16,160,268	No	\$64,000,000	\$64,000,000	\$0
CDOT Region 1	Region 1 ITS Pool	2016-056	STBG	\$3,694,297	No	\$8,000,000	\$8,000,000	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	NHPP	\$50,637,281	No	\$173,030,000	\$173,030,000	\$0
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$830,126	Yes	\$16,736,000	\$3,367,000	\$1,682,000
CDOT Region 1	Safer Main Streets Pool	2020-087	STBG	\$626,520	Yes	\$98,269,000	\$17,500,000	\$0
CDOT Region 1	US-6: Wadsworth Blvd. Interchange Reconstruction	2005-072	STBG	\$1,639,150	Yes	\$102,000,000	\$5,000,000	\$0
CDOT Region 1	US-85 (Vasquez Blvd) Operational Improvements: E. 52nd Ave. to E. 64th Ave.	2018-009	Freight	\$1,777,117	No	\$12,000,000	\$4,750,000	\$3,450,000
CDOT Region 1	US-85: Cook Ranch Rd. to Meadows Pkwy. Widening	2001-154	STBG	\$17,639,952	No	\$132,002,000	\$26,362,000	\$0
CDOT Region 4	Region 4 2013 Flood-Related Projects Pool	2012-116	Federal Emergency	\$5,679,940	No	\$278,335,000	\$58,000,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT Region 4	Region 4 Bridge On-System Pool	2007-133	Bridge On-System	\$996,472	No	\$14,000,000	\$9,936,000	\$7,452,000
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$8,478,937	No	\$27,400,000	\$20,000,000	\$0
CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	2012-121	STBG	\$564,521	No	\$15,392,000	\$9,000,000	\$0
CDOT Region 4	Region 4 RAMP Project Pool	2012-109	RAMP	\$3,522,682	No	\$13,986,000	\$4,598,000	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Safety	\$170,520	No	\$38,400,000	\$31,400,000	\$0
CDOT Region 4	SH-119 Corridor Safety/Mobility Operational Improvements	2020-081	STBG-Pandemic	\$253,120	Yes	\$39,876,000	\$3,200,000	\$0
CDOT Region 4	SH-52 PEL Study: SH-119 to I-76	2020-075	STBG	\$1,170,261	No	\$2,500,000	\$1,250,000	\$0
Commerce City	US-85/120th Ave. Interchange: Preconstruction Activities	2020-031	STBG	\$4,659,187	No	\$12,600,000	\$2,100,000	\$0
Denver	Broadway Station and I-25 Safety and Access Improvements	2016-021	STBG	\$2,623,515	No	\$89,422,000	\$16,925,000	\$0
DRCOG	Community Mobility Planning and Implementation Set-Aside	2020-077	STBG	\$571,530	Yes	\$7,310,000	\$2,476,000	\$1,226,000
DRCOG	Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 - DRCOG)	2022-025	Section 5310	\$1,361,531	No	\$9,820,000	\$7,043,000	\$5,243,000
DRCOG	Regional TDM Program: Way to Go	2012-064	CMAQ	\$112,791	No	\$9,417,000	\$4,817,000	\$0
DRCOG	Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects	1999-097	CMAQ	\$1,209,367	Yes	\$15,219,000	\$2,500,000	\$800,000
DRCOG	Regional Transportation Operations and Technology Set-Aside	2016-004	CMAQ	\$5,870,771	No	\$50,800,000	\$11,275,000	\$5,303,000
Englewood	Oxford Ave. Pedestrian Bridge	2020-012	STBG	\$264,000	Yes	\$2,000,000	\$1,600,000	\$0
Erie	Traffic Signalization: Erie Pkwy. and WCR-7	2020-067	STBG-Pandemic DRCOG Region	\$425,600	No	\$600,000	\$480,000	\$0
Golden	US-40 Complete Streets: Violet St. to I-70	2020-026	STBG	\$980,000	Yes	\$18,600,000	\$7,810,000	\$5,310,000
Golden	US-6/Heritage Rd. Interchange: Preconstruction Activities	2020-037	STBG	\$2,300,000	No	\$4,000,000	\$2,400,000	\$0
Jefferson County	Jefferson County Bike Master Plan Update	2020-074	Transportation Alternatives	\$130,000	Yes	\$275,000	\$200,000	\$0
Lafayette	East Lafayette Multimodal Path Connection: Commerce Ct to Lafayette Park-n-Ride	2016-029	STBG	\$478,160	Yes	\$10,359,000	\$2,199,000	\$0
Lafayette	SH-7 and 119th St. Intersection Improvements	2020-042	STBG-Pandemic	\$1,805,000	No	\$12,053,000	\$1,805,000	\$0
Lakewood	Alameda Ave Bikepath Reconstruct: Kipling to Allison	2008-016	STBG	\$9,660	Yes	\$625,000	\$375,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Lakewood	Sheridan Blvd Multiuse Path: W. 6th Ave to W. 10th Ave	2016-061	Transportation Alternatives	\$157,061	Yes	\$1,000,000	\$400,000	\$0
Littleton	Santa Fe Dr. and Mineral Ave. Operational Improvements	2020-060	CMAQ	\$1,005,480	No	\$11,441,000	\$7,652,000	\$6,366,000
Lone Tree	I-25/Lincoln Ave. Traffic and Mobility Improvements	2020-062	STBG	\$800,000	No	\$8,500,000	\$3,500,000	\$2,650,000
Longmont	Coffman St. Busway	2020-083	CMAQ	\$364,537	No	\$6,900,000	\$5,520,000	\$4,920,000
Longmont	Longmont 1st and Emery Quiet Zone	2016-070	STBG	\$328,808	No	\$1,956,000	\$1,553,000	\$0
Longmont	SH-66 Improvements: Hover St. to Main St.	2020-038	STBG	\$204,750	No	\$650,000	\$450,000	\$0
	SH-42 Multimodal Improvements: Empire Rd./Lock St. to SH-7 - Preconstruction Activities	2020-040	STBG	\$350,000	Yes	\$8,500,000	\$3,550,000	\$3,200,000
Louisville	South Boulder Rd. At-Grade Crossing Improvements	2020-043	STBG	\$161,443	Yes	\$1,433,000	\$1,003,000	\$0
Lyons	St. Vrain Trail Extension	2022-013	STBG-Pandemic DRCOG Region	\$172,483	Yes	\$1,200,000	\$1,048,000	\$0
Lyons	US-36 Multimodal Improvements	2022-014	STBG-Pandemic DRCOG Region	\$425,860	Yes	\$2,701,000	\$2,154,000	\$0
Nederland	Downtown ADA Sidewalk Connections	2020-015	STBG	\$53,996	Yes	\$1,550,000	\$150,000	\$0
Northglenn	120th Ave. Operational Improvements:							
	Washington St. to west of York St.	2020-055	CMAQ	\$360,282	Yes	\$13,461,000	\$8,581,000	\$1,684,000
R A Q C	Air Quality Improvements Set-Aside	2016-002	CMAQ	\$4,674,474	No	\$16,530,000	\$13,110,000	\$0
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	STBG	\$432,407	No	\$1,500,000	\$1,200,000	\$0
R T D	FasTracks Southeast Corridor Extension:							
	Lincoln Ave. to RidgeGate Pkwy.	2007-059	Section 5309 New Starts	(\$6,720,549)	No	\$233,390,000	\$93,928,000	\$0
R T D	Micro Transit Service & Mobility Options:							
	North I-25 Area	2020-045	CMAQ	(\$78,000)	No	\$2,000,000	\$763,000	\$388,000
R T D	RTD Bus Purchases	2016-063	CMAQ	(\$112,792)	No	\$5,000,000	\$3,000,000	\$1,000,000
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$124,265,941	No	\$590,000,000	\$417,600,000	\$219,100,000
R T D	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$17,379,449	No	\$140,130,000	\$76,900,000	\$58,500,000
Superior	US-36 Bikeway Extension: Superior to Broomfield	2020-017	Transportation Alternatives	\$752,168	Yes	\$1,312,000	\$1,049,000	\$0
Thornton	104th Ave. Widening: Colorado Blvd. to US-85 Preconstruction Activities	2020-033	STBG	\$200,000	Yes	\$2,000,000	\$1,600,000	\$0
University of Colorado-Boulder	19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus	2016-073	CMAQ	\$508,880	Yes	\$7,598,000	\$4,037,000	\$0
Westminster	Sheridan Blvd. Multimodal Improvements	2020-039	CMAQ	\$3,047,362	Yes	\$8,500,000	\$5,500,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Wheat Ridge	Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70	2016-020	STBG-Pandemic DRCOG Region	\$6,140,454	Yes	\$57,909,000	\$32,160,000	\$1,600,000
		Grand Total of Obligations		\$392,815,896				



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