



Annual Listing of Federally Obligated Projects

FY 2013 (October 1, 2012 - September 30, 2013)

February 19, 2014

Purpose of this Report

The Federal metropolitan transportation planning statute states:

“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.”¹

This report responds to the directive set forth in statute. It lists all transportation projects in the Denver region that were obligated in federal fiscal year 2013 (October 1, 2012 - September 30, 2013).

FHWA defines obligation as the federal government’s legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project’s eligible costs². Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed in this year. The obligated project cost reflected in this report also may not equal final project cost.

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 56 local governments from the Denver metro area, promotes a regional perspective towards the most pressing issues facing the metropolitan area and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and SW Weld counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization ([MPO](#)) for Broomfield, Denver, Douglas, and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Weld counties. MAP-21 requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO has responsibility for planning, programming, and coordinating federal investments. The DRCOG MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). The council develops its positions by working with elected 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](#)

¹ 23 U.S.C. 134 (j)(7)(B)

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

[Advisory Committee](#). Working groups and ad hoc groups are also created and appointed, as need dictates.

Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan (RTP), called the Metro Vision RTP. The Metro Vision RTP is an element of the region's Metro Vision plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the "reasonably available" financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

Some types of projects (roadway capacity and rapid transit) must be included in the fiscally-constrained portion of an adopted conforming RTP, before they can be selected for Transportation Improvement Program (TIP) funding.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of public transit, roadway, bicycle, pedestrian, air quality projects, and studies that will receive federal transportation funds in the near future. The TIP also includes the projects in the DRCOG area that are intended to only use state funds and are regionally significant, regardless of funding. The TIP implements the fiscally-constrained RTP. DRCOG's TIP covers a six-year period, though specific projects and their funding levels are usually identified within the first four years.

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

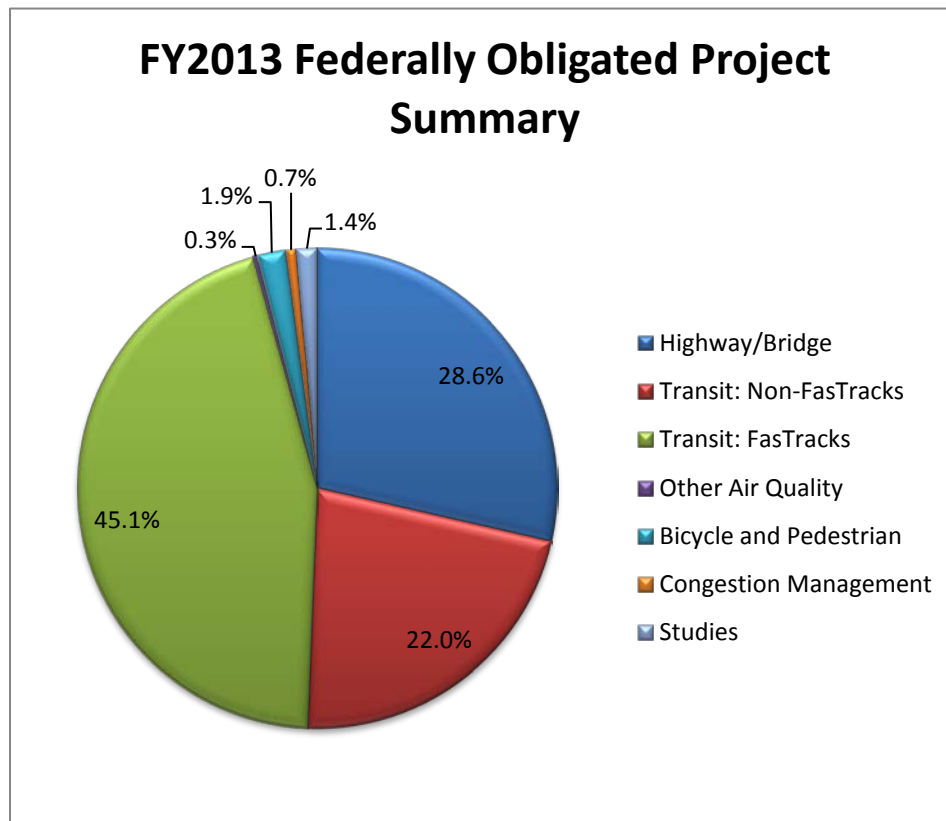
Public Involvement

DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other products. DRCOG's public involvement strategies include presenting information and educating the public, continually soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

Summary of Projects

A net total of \$342.9 million was obligated in FY2013 on 135 transportation projects. Some statistics regarding the FY2013 obligations include:

- \$154.5 million (45.1%) was for RTD FasTracks projects, \$98 million (28.6%) for highway/bridge projects, \$75.6 million (22.0%) for non-FasTracks transit projects, \$6.5 million (1.9%) for bicycle and pedestrian projects, \$4.8 million (1.4%) for studies, \$2.4 million (0.7%) for congestion management projects and \$1 million (0.3%) for other air quality projects. The chart below illustrates these percentages:



- The largest project obligation (\$148.9 million or 43.4% of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- 6 of the 135 projects had net obligations over \$10 million. Those projects accounted for 75.6% of the net amount obligated (\$259.2 of the \$342.9 million).
- The mean amount obligated per project was \$3.9 million while the median amount obligated per project was \$375,504. Deobligations were not counted in these calculations.

Obligation Report

This report is organized by TIP funding category. Within each TIP funding category, projects that have a net obligation in FY2013 are shown and include the following information:

- TIP Identification (TIP ID), which is a unique number given to each project selected for inclusion into a DRCOG TIP
- Project Name
- Sponsor, which lists the agency that is financially responsible for the current TIP project
- Obligations, which is the sum of all the obligations that occurred for that particular TIP project in FY2013
- Total Project Cost, which lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Total Federal Funds Awarded, which lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active in (may or may not be the current TIP)
- Total Federal Funds Remaining, which lists the programmed federal transportation funds in the current TIP that are remaining for the project

For this report, the net obligation amount represents the individual project's total, and does not break out the allocations by funding source, unless easily identifiable. Therefore a star (*) within the obligation column in the following report indicates that this project is listed more than once and under a different funding source and cannot be specifically flagged as being obligated from a particular funding source. Consequently, even though the project is being listed within all its funding sources, the funding amount is only being listed in the funding source that best represents the majority of its funding within the TIP or within the most recent fiscal year.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Project Cost column as part of the total overall project cost. For the purposes of this report in FY2013, federal funding was distributed through the following TIP categories:

- 1702-High Priority Projects and 1934-Transportation Improvements are funds earmarked for particular projects by Congress within the SAFETEA-LU federal transportation bill.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Congestion Relief funds are used to help decrease congestion and can be used in numerous ways, such as courtesy patrols, roadway operations, and widening projects.
- Congressional Allocation (highway and transit) funds are discretionary and additional funds (not formula funds) that the federal government may decide to award to the region.
- FHWA Discretionary funds are additional funds (not formula funds) that the federal government awards to a particular project if the application from the sponsor is successful.
- American Recovery and Reinvestment Act (ARRA) funds were signed into law by President Obama in February 2009. These funds function as a short-term economic stimulus to the economy and were awarded based on existing formula-based allocation methods. ARRA funding is constructed to augment existing streams of transportation funding and is match-

free, but carries additional reporting and timeline requirements. All funding types contained in this report that contain "ES" in its name are used to represent ARRA funding.

- Highways for LIFE are FHWA funds intended to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction.
- Interstate Maintenance funds are typically for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.
- Railroad Crossing At-Grade and Railroad Safety funds are FHWA funds to be used to eliminate at-grade railroad crossing, enhance signage and provide other safety interventions near rail facilities.
- Regional Priority Projects typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Safety funds typically fund projects that reduce the number and severity of crashes.
- Section 5307 fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 fund capital assistance grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities.
- Section 5311 can be used in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-urbanized areas.
- Section 5316, or the Job Access and Reverse Commute (JARC) program, funds projects to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment.
- Section 5317, or the New Freedom program, can fund projects that seek to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.
- Section 5337, or State of Good Repair funds, are FTA grants intended to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- STC Discretionary funds are awarded by the CDOT State Transportation Commission for state projects throughout Colorado.
- STP-Enhancement can fund such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation.
- STP-Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the State Highway System.
- Transportation, Community, and System Preservation (TCSP) funds can be used for planning grants, implementation grants, and research to investigate and address the

relationships between transportation, community, and system preservation and to identify private sector-based initiatives.

Some projects include a mixture of different TIP funding categories, and thus one project line under one funding source does not necessarily equal the total obligated funding for that project.

This report also contains negative obligations, depicted with (), which are called deobligations. Deobligation occurs when CDOT has to return the promise of funds to the federal government. Deobligation can occur for several reasons including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.
- A project phase is closed out causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project³.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation or negative number in the following table. Project closeouts can sometimes take place many years after the project was actually completed.

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

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at [http://www.drcog.org/index.cfm?page=TransportationImprovementProgram\(TIP\)](http://www.drcog.org/index.cfm?page=TransportationImprovementProgram(TIP)) or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT, RTD, and FTA, as DRCOG does not directly participate in the obligation process.

³ This report does not include the project phases.

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>1702-High Priority Projects</u>							
2003-003	Wadsworth Bypass: BNSFRR (Grandview) Grade Separation	Arvada	(\$68,606)	N/A	\$32,891,000	\$2,626,000	\$0
2003-112	C- 470: Santa Fe Drive Interchange Reconstruction	Douglas County	(\$594,322)	N/A	\$29,984,000	\$11,815,000	\$0
2005-044	Parker Rd: Arapahoe Rd New Interchange	Arapahoe County	(\$102,407)	N/A	\$51,218,000	\$20,844,000	\$0
2005-137	US- 85: Bromley Rd New Interchange	Brighton	\$1,331,425	No	\$2,975,000	\$1,044,000	\$0
1702-High Priority Projects Total			\$566,090				
<u>1934-Transportation Improvements</u>							
2003-112	C- 470: Santa Fe Drive Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
2005-137	US- 85: Bromley Rd New Interchange	Brighton	*	No	\$2,975,000	\$1,044,000	\$0
1934-Transportation Improvements Total			\$0				
<u>Bridge</u>							
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$10,073,165	No	\$67,666,000	**	\$0
Bridge Total			\$10,073,165				
<u>Bridge Off-System</u>							
2007-079	Region 1 Bridge Off-System Pool	CDOT Region 1	\$479,715	No	\$3,625,000	**	\$0
2007-146	160th Avenue: Bull Canal	Thornton	(\$74,327)	N/A	\$388,000	\$310,000	\$0
2008-028	Region 4 Bridge Off-System Pool	CDOT Region 4	(\$103,537)	N/A	\$2,884,000	\$1,250,000	\$159,000
Bridge Off-System Total			\$301,851				
<u>Bridge On-System</u>							
2005-072	US-6: Wadsworth Blvd (SH-121) Interchange Reconstruction	CDOT Region 6	*	No	\$37,000,000	**	\$0
2007-080	Region 6 Bridge On-System Pool	CDOT Region 6	(\$51,362)	N/A	\$104,715,000	**	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 6	*	No	\$127,099,000	**	\$0
2007-163	I-25: Bronco Arch Bridge Replacement	CDOT Region 6	(\$100,760)	N/A	\$23,762,000	\$1,000,000	\$0
Bridge On-System Total			(\$152,122)				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>Congestion Mitigation / Air Quality</u>							
1997-045	Regional Traffic Signal System Improvement Program	DRCOG	(\$498,963)	N/A	\$68,895,000	\$15,550,000	\$7,400,000
1999-097	Regional Transportation Demand Management Program Pool	DRCOG	\$694,135	No	\$18,783,000	\$5,925,000	\$3,193,000
2005-026	Regional Intelligent Transportation System Pool	DRCOG	(\$174,798)	N/A	\$13,078,000	\$3,550,000	\$1,650,000
2007-003	SH-119: LoBo Trail Connections	Boulder County	(\$422,233)	N/A	\$3,600,000	\$2,200,000	\$0
2007-010	Central Street Promenade: 16th Street to 20th Street	Denver	(\$301,000)	N/A	\$1,001,000	\$700,000	\$0
2007-044	FasTracks CMAQ Projects: DRCOG First Commitment Pool	R T D	\$284,477	No	\$75,000,000	\$32,000,000	\$20,000,000
2007-045	30th Street: First Phase Access Improvements to Boulder Transit Village	Boulder	(\$19,471)	N/A	\$3,977,000	\$2,542,000	\$0
2007-048	Arapahoe Avenue: Folsom to 30th Multi-use Path	Boulder	(\$432,272)	N/A	\$1,515,000	\$804,000	\$0
2007-062	Congestion Evaluation Tool	DRCOG	(\$191,153)	N/A	\$490,000	\$390,000	\$0
2007-150	Hampden Avenue: Monaco Street to I-25 Sidewalk Gap Closures	Denver	(\$21,080)	N/A	\$354,000	\$248,000	\$0
2008-004	New Energy Fleets Collaborative	R A Q C	\$148,929	No	\$5,323,000	\$4,169,000	\$0
2008-008	Evans Operational Improvements: Broadway to Delaware	Denver	\$126,085	Yes	\$4,715,000	\$2,358,000	\$0
2008-023	Inca St. Bike/Ped Bridge over 38th Ave Underpass	Denver	\$274,811	Yes	\$716,000	\$501,000	\$0
2008-100	Engines Off	Denver	(\$35,687)	N/A	\$125,000	\$100,000	\$0
2008-101	Compressed Natural Gas (CNG) Fueling Station	Weld County	(\$25,000)	N/A	\$760,000	\$608,000	\$0
2008-111	FasTracks Eagle P-3 Corridors (Gold and East Line)	R T D	\$7,161,000	No	\$2,056,493,000	\$927,761,000	\$608,600,000
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	\$9,742,000	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-001	Pearl Pkwy: 30th St to Foothills Pkwy/SH-157	Boulder	\$1,106,776	Yes	\$5,000,000	\$4,000,000	\$0
2012-011	Denver Traffic Signal System Upgrade: Citywide	Denver	\$827,573	No	\$7,185,000	\$4,800,000	\$2,370,000
2012-012	Advanced Fleet Technology Project	R A Q C	\$137,617	No	\$7,652,000	\$6,121,000	\$2,250,000
2012-013	Air Quality and Transportation Outreach & Education through Ozone Aware	R A Q C	\$763,823	No	\$2,080,000	\$1,663,000	\$250,000

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-014	Belleview call-n-Ride	R T D	\$220,000	No	\$1,034,000	\$827,000	\$231,000
2012-015	Golden Circulator Bus: West Corridor end of line to Downtown Golden	Golden	\$345,000	No	\$1,847,000	\$1,237,000	\$892,000
2012-016	BOLT Bus Service Enhancement: Longmont to Boulder	Boulder County	\$185,000	No	\$696,000	\$555,000	\$185,000
2012-017	Enhanced Bus Service: Boulder, Longmont, and Lyons	Boulder County	\$138,000	No	\$547,000	\$414,000	\$138,000
2012-018	STAMPEDE Bus Service Enhancements	Univ of Colorado	\$142,000	No	\$534,000	\$426,000	\$142,000
2012-019	Adams County West Side call-n-Ride	Federal Heights	\$146,000	No	\$662,000	\$496,000	\$153,000
2012-051	SH-119: South of Hover Bike/Ped Underpass	Longmont	\$10,000	Yes	\$1,996,000	\$965,000	\$955,000
2012-058	SH-119/Airport Rd Bike/Ped Underpass: City of Longmont	Boulder County	\$269,419	Yes	\$2,488,000	\$915,000	\$815,000
2012-064	Regional TDM Program: DRCOG	DRCOG	\$596,140	No	\$7,652,000	\$7,200,000	\$3,600,000
2012-076	Trucks and Anti-Ice Trailers (US-36, I-25, SH-119)	CDOT Region 4	\$400,000	No	\$600,000	\$400,000	\$0
2012-088	Commerce City to Denver CBD Regional Bus Service	Commerce City	\$148,000	No	\$555,000	\$444,000	\$296,000

Congestion Mitigation / Air Quality Total**\$21,745,128****Congestion Relief**

1999-060a	Region 6 Intelligent Transportation System (ITS) Pool	CDOT Region 6	(\$64,208)	N/A	\$13,610,000	**	\$0
1999-060b	Region 6 Courtesy Patrol	CDOT Region 6	\$2,417,157	No	\$20,900,000	**	\$0
2001-169	Federal Blvd: Alameda Ave to 6th Ave Widening	Denver	\$600,000	Yes	\$29,352,000	\$4,045,000	\$0
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	(\$2,128,290)	N/A	\$45,783,000	\$30,904,000	\$0
2005-044	Parker Rd: Arapahoe Rd New Interchange	Arapahoe County	*	No	\$51,218,000	\$20,844,000	\$0
2007-040	I-25: 20th St to Speer Blvd Operational Improvements	CDOT Region 6	(\$79,250)	N/A	\$24,979,000	\$2,711,000	\$0
2007-071	Region 4 Congestion Relief Pool	CDOT Region 4	(\$1,179,920)	N/A	\$5,923,000	**	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 6	*	No	\$127,099,000	**	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-086	US-6: Bridges Design/Build	CDOT Region 6	*	No	\$67,666,000	**	\$0
Congestion Relief Total			(\$434,511)				
<u>Congressional Allocation</u>							
1999-006	I-225: Parker Rd to 2nd Ave Widening	CDOT Region 6	*	No	\$105,328,000	\$6,750,000	\$0
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2003-112	C- 470: Santa Fe Drive Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
Congressional Allocation Total			\$0				
<u>ES9-CDOT</u>							
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2003-112	C- 470: Santa Fe Drive Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
ES9-CDOT Total			\$0				
<u>FHWA Discretionary</u>							
1999-006	I-225: Parker Rd to 2nd Ave Widening	CDOT Region 6	*	No	\$105,328,000	\$6,750,000	\$0
FHWA Discretionary Total			\$0				
<u>Highways for Life</u>							
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	\$2,000,000	No	\$223,659,000	\$2,000,000	\$0
2007-163	I-25: Bronco Arch Bridge Replacement	CDOT Region 6	*	No	\$23,762,000	\$1,000,000	\$0
Highways for Life Total			\$2,000,000				
<u>Interstate Maintenance</u>							
1995-185	I-25/I-70 Mousetrap Reconstruction: Washington Street to Brighton Boulevard	CDOT Region 6	\$293,547	No	\$95,910,000	\$23,545,000	\$0
Interstate Maintenance Total			\$293,547				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>Railroad Crossing At-Grade</u>							
2007-029	120th Ave Connection: Wadsworth Blvd to US-287	Broomfield County	\$114,000	Yes	\$80,073,000	\$20,914,000	\$114,000
Railroad Crossing At-Grade Total			\$114,000				
<u>Railroad Safety</u>							
2012-044	Peoria St/Smith Rd RR Grade Separation	Denver	\$1,900,000	Yes	\$57,187,000	\$32,187,000	\$25,870,000
Railroad Safety Total			\$1,900,000				
<u>Regional Priority Projects</u>							
1997-033	Arapahoe Ave (SH-7): Cherryvale Rd to N 75th St	CDOT Region 4	\$5,409,072	Yes	\$34,798,000	\$2,550,000	\$550,000
1999-001	I-25: Ridgeway Pkwy to County Line Rd	CDOT Region 1	(\$249,194)	N/A	\$223,408,000	**	\$0
1999-006	I-225: Parker Rd to 2nd Ave Widening	CDOT Region 6	\$13,580,471	No	\$105,328,000	\$6,750,000	\$0
2001-154	US-85: Cook Ranch Rd to Meadows Pkwy Widening	CDOT Region 1	\$8,628,274	No	\$102,598,000	**	\$0
2001-224	I- 70: I-25 to Pena Blvd Environmental Impact Statement	CDOT Region 6	\$567,490	No	\$29,000,000	**	\$0
2001-259A	East I-70 Corridor: Environmental Study (I-25/Pena Blvd)	CDOT Region 6	\$2,469,586	No	\$29,771,000	**	\$0
2003-112	C- 470: Santa Fe Drive Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
2003-124	US-285: Foxton Rd to Richmond Hill Rd Widening	CDOT Region 1	\$63,725	No	\$28,126,000	**	\$0
2005-072	US-6: Wadsworth Blvd (SH-121) Interchange Reconstruction	CDOT Region 6	\$2,374,572	No	\$37,000,000	**	\$0
2005-136	Region 6 Misc/Design Pool	CDOT Region 6	(\$19,016)	N/A	\$47,128,000	**	\$0
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	*	No	\$223,659,000	\$2,000,000	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 6	\$7,348,978	No	\$127,099,000	**	\$0
2007-163	I-25: Bronco Arch Bridge Replacement	CDOT Region 6	*	No	\$23,762,000	\$1,000,000	\$0
2008-029	SH-7: US-287 to I-76 Corridor Optimization Study	CDOT Region 6	\$715,947	No	\$700,000	**	\$0
2008-079	I- 25 North: Planning and Environmental Linkage Study	CDOT Region 6	\$298,489	No	\$1,000,000	**	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2008-116	SH-79 Realignment & Grade Separation/Flyover (Bennett)– PEL Study	CDOT Region 1	\$164,460	No	\$300,000	**	\$0
2008-117	US-36: Wetland Mitigation	CDOT Region 6	\$44,974	No	\$2,950,000	**	\$0
2012-078	I-25: Wetland Mitigation	CDOT Region 4	\$31,009	No	\$1,100,000	**	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	*	No	\$67,666,000	**	\$0
Regional Priority Projects Total			\$41,428,837				

Safety

2001-225	Region 6 Hot Spot Pool	CDOT Region 6	\$5,801	No	\$5,151,000	**	\$0
2001-226	Region 6 Safety Enhancement Pool	CDOT Region 6	\$1,418,259	No	\$13,159,000	**	\$0
2003-003	Wadsworth Bypass: BNSFRR (Grandview) Grade Separation	Arvada	*	No	\$32,891,000	\$2,626,000	\$0
2007-073	Region 1 Hazard Elimination Pool	CDOT Region 1	\$375,504	No	\$33,797,000	**	\$0
2007-076	Region 1 Safety (Surface Treatment) Enhancement Pool	CDOT Region 1	\$114,722	No	\$4,109,000	**	\$0
2007-081	Region 6 Hazard Elimination Pool	CDOT Region 6	\$958,360	No	\$41,410,000	**	\$0
2007-094	Region 4 Hazard Elimination Pool	CDOT Region 4	\$258,931	No	\$15,785,000	**	\$0
2007-116	Railroad Crossing Program	CDOT	(\$14,979)	N/A	\$2,793,000	**	\$0
2007-119	SH- 72: 48th Ave Signal Upgrades	CDOT Region 6	(\$20,673)	N/A	\$400,000	**	\$0
2007-144	Safe Routes to School Pool	CDOT	\$294,075	Yes	\$3,803,000	**	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	*	No	\$67,666,000	**	\$0
Safety Total			\$3,390,000				

Section 5307

1997-084	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	R T D	\$54,469,986	No	\$861,087,000	\$218,420,000	\$110,280,000
Section 5307 Total			\$54,469,986				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>Section 5309 New Start</u>							
2008-111	FasTracks Eagle P-3 Corridors (Gold and East Line)	R T D	\$141,766,415	No	\$2,056,493,000	\$927,761,000	\$608,600,000
Section 5309 New Start Total			\$141,766,415				
<u>Section 5309 State of Good Repair</u>							
2012-099	16th Street Mall Upgrades	R T D	\$7,978,999	No	\$9,575,000	\$7,979,000	\$0
Section 5309 State of Good Repair Total			\$7,978,999				
<u>Section 5310</u>							
2001-234	Special Transit Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Special Transit	\$508,053	No	\$2,986,000	\$300,000	\$0
Section 5310 Total			\$508,053				
<u>Section 5311</u>							
2001-233	SRC Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Seniors Resource	\$196,000	No	\$1,109,000	\$179,000	\$0
2001-234	Special Transit Non-Urbanized Transit Services and Urbanized Elderly and Disabled Transit Services	Special Transit	\$491,104	No	\$2,986,000	\$300,000	\$0
Section 5311 Total			\$687,104				
<u>Section 5316 Job Access & Rev. Comm.</u>							
2007-064	RTD Job Access/Reverse Commute Pool	R T D	\$902,309	No	\$14,100,000	\$2,000,000	\$0
2012-069	CDOT Job Access/Reverse Commute Pool	CDOT	\$131,572	No	\$840,000	\$488,000	\$0
Section 5316 Job Access & Rev. Comm. Total			\$1,033,881				
<u>Section 5317 New Freedom</u>							
2007-065	RTD New Freedom Pool	R T D	\$882,003	No	\$5,427,000	\$1,250,000	\$0
Section 5317 New Freedom Total			\$882,003				
<u>Section 5337 State of Good Repair</u>							
1999-052	State of Good Repair	R T D	\$8,682,471	No	\$119,472,000	\$42,000,000	\$22,000,000
Section 5337 State of Good Repair Total			\$8,682,471				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>STC Discretionary</u>							
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
STC Discretionary Total			\$0				
<u>STP Enhancement</u>							
2007-003	SH-119: LoBo Trail Connections	Boulder County	*	No	\$3,600,000	\$2,200,000	\$0
2007-017	Bear Creek Trail: Fenton Street to Lamar Street	Denver	(\$189,521)	N/A	\$863,000	\$475,000	\$0
2007-020	Wadsworth Boulevard (SH 121): 72nd Avenue to 80th Avenue Multi-use Path	Arvada	\$588,800	Yes	\$1,184,000	\$589,000	\$0
2007-046	Folsom Street: Regent Drive Underpass	Univ of Colorado	(\$251,661)	N/A	\$4,553,000	\$2,694,000	\$0
2007-149	47th Ave: York Street Bike/Ped. Crossing of UPRR	Denver	(\$179,975)	N/A	\$806,000	\$564,000	\$0
2008-001	Colorado Center Bike/Ped Bridge: Colorado Center to Jewell & Bellaire	Denver	\$1,000,000	Yes	\$8,000,000	\$4,000,000	\$0
2008-002	Bear Creek Trail Construction Phase 2: South Lamar St to Wadsworth Blvd	Denver	(\$101,479)	N/A	\$1,000,000	\$700,000	\$0
2008-015	Parker Road Bike Trail: Hilltop Road to Lincoln Avenue	Parker	\$297,197	Yes	\$900,000	\$450,000	\$0
2008-016	Alameda Ave Bikepath Reconstruct: Kipling to Allison	Lakewood	(\$156,353)	N/A	\$625,000	\$375,000	\$0
2008-089	Cherry Creek Trail: 1st Avenue to Downing Safety Improvements	Denver	(\$18,200)	N/A	\$581,000	\$465,000	\$0
2008-094	Highline Canal Trail: Iliff Avenue Bike/Ped Underpass	Arapahoe County	(\$156,482)	N/A	\$2,300,000	\$1,800,000	\$0
2008-096	West 72nd Ave. Bike/Ped Project	Arvada	(\$97,536)	N/A	\$465,000	\$372,000	\$0
2008-098	Bella Rose Parkway (WCR 20): Bike/Ped Trail Connections	Frederick	\$166,508	Yes	\$440,000	\$352,000	\$0
2008-099	SH-121 / Wadsworth Boulevard Bike/Ped Facility	Wheat Ridge	(\$238,713)	N/A	\$780,000	\$624,000	\$0
2012-003	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	Denver	\$101,717	Yes	\$3,457,000	\$2,765,000	\$1,129,000
2012-004	Tollgate Creek Park Bike/Ped Bridge and Trail	Aurora	\$1,379	Yes	\$1,577,000	\$1,214,000	\$0
2012-005	Clay Community Trail: Zuni St to 60th Ave	Adams County	\$703,000	Yes	\$1,757,000	\$1,054,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-006	Greenwood Plaza Blvd Sidewalks	Greenwood Village	\$61,000	Yes	\$1,645,000	\$871,000	\$676,000
2012-008	West Corridor End of Line Bike/Ped Overpass	Golden	\$233,232	Yes	\$2,270,000	\$1,220,000	\$0
2012-050	Peoria-Smith Commuter Rail Station Bike/Ped Access Improvements	Aurora	\$15,500	Yes	\$516,000	\$397,000	\$335,000
2012-052	Ridge Rd Bike/Ped Project: Independence St to Iris St	Arvada	\$30,000	Yes	\$1,000,000	\$800,000	\$680,000
2012-055	28th St/US-36 Multi-use Bike/Ped Path: Iris Ave to Yarmouth Ave	Boulder	\$43,681	Yes	\$2,224,000	\$1,224,000	\$724,000
2012-071	Nine Mile Station: Bike/Ped Access Improvements	Aurora	\$18,750	Yes	\$619,000	\$476,000	\$0

STP Enhancement Total**\$1,870,844****STP Enhancement ES**

2008-084	SH-157 Trail Project: Goose Creek to N. of Valmont	Boulder	(\$99,328)	N/A	\$475,000	\$435,000	\$0
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STP Enhancement ES Total**(\$99,328)****STP Metro**

1999-014	Iliff Avenue: I-225 to Abilene Street	Aurora	\$412,185	Yes	\$5,954,000	\$2,528,000	\$0
2001-169	Federal Blvd: Alameda Ave to 6th Ave Widening	Denver	*	Yes	\$29,352,000	\$4,045,000	\$0
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2003-112	C- 470: Santa Fe Drive Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
2005-029	Colfax Avenue: Simms Street Operational Improvements	Lakewood	(\$474,031)	N/A	\$2,244,000	\$1,347,000	\$0
2005-044	Parker Rd: Arapahoe Rd New Interchange	Arapahoe County	*	No	\$51,218,000	\$20,844,000	\$0
2007-004	Alameda Avenue: Sable Boulevard Intersection Improvement	Aurora	(\$76,716)	N/A	\$975,000	\$486,000	\$0
2007-018	Colfax Avenue (US-40): Tremont/13th/Delaware Intersection Improvements	Denver	(\$531,739)	N/A	\$1,501,000	\$661,000	\$0
2007-029	120th Ave Connection: Wadsworth Blvd to US-287	Broomfield County	\$3,208,844	Yes	\$80,073,000	\$20,914,000	\$114,000
2007-040	I-25: 20th St to Speer Blvd Operational Improvements	CDOT Region 6	*	No	\$24,979,000	\$2,711,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2007-142	Quincy Avenue: Kipling St Operational Improvements	Jefferson County	(\$442,513)	N/A	\$3,100,000	\$1,450,000	\$0
2007-143	Colfax Avenue (US 40): Kipling Street (SH 391) Operational Improvements	Lakewood	(\$1,111,638)	N/A	\$3,750,000	\$1,250,000	\$0
2008-006	Colfax/Welton/Galapago Intersection Operation Improvements: Speer Blvd to Fox St	Denver	\$450,525	Yes	\$2,168,000	\$1,734,000	\$0
2008-007	Mississippi Ave: Potomac St / I-225 Intersection Improvements	Aurora	\$145,559	No	\$967,000	\$483,000	\$0
2008-020	SH- 83: Lincoln Avenue Intersection Improvements	Parker	\$259,459	Yes	\$398,000	\$280,000	\$0
2008-025	Front Range Travel Counts	DRCOG	(\$201,373)	N/A	\$2,500,000	\$2,000,000	\$0
2008-026	Broadway: Euclid Avenue Bicycle/Pedestrian Underpass and Multimodal Improvements	Boulder	\$3,210,000	Yes	\$7,800,000	\$3,410,000	\$0
2008-043	Ozone SIP Modeling Efforts and Analysis	R A Q C	(\$229,794)	N/A	\$593,000	\$487,000	\$0
2008-084	SH-157 Trail Project: Goose Creek to N. of Valmont	Boulder	*	N/A	\$475,000	\$435,000	\$0
2008-092	Plum Creek Parkway Reconstruction	Castle Rock	(\$323,282)	N/A	\$801,000	\$641,000	\$0
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	\$968,345	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-035	South Broadway Reconstruction : Kentucky Ave to south of Tennessee Ave	Denver	\$344,706	Yes	\$5,384,000	\$2,692,000	\$2,133,000
2012-036	Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave	Lakewood	\$1,233,038	Yes	\$7,801,000	\$6,240,000	\$0
2012-038	Bellevue Ave and Quebec St Intersection Operational Improvements	Greenwood Village	\$292,094	Yes	\$1,505,000	\$1,053,000	\$0
2012-042	32nd Ave Widening: Wright Ct to Braun Ct Operational Improvements	Wheat Ridge	\$2,128,326	Yes	\$5,517,000	\$2,924,000	\$0
2012-043	I-25/Arapahoe Rd Interchange Reconstruction	Arapahoe County	\$1,800,000	No	\$69,000,000	\$4,200,000	\$0
2012-044	Peoria St/Smith Rd RR Grade Separation	Denver	\$2,772,470	Yes	\$57,187,000	\$32,187,000	\$25,870,000
2012-045	Kipling Pkwy Underpass: Van Bibber Trail Extension from W 56th Pl to Grandview Ave	Arvada	\$82,355	Yes	\$2,000,000	\$1,600,000	\$1,440,000
2012-072	US-287 (Federal)/92nd Ave Intersection Operations Improvements	Federal Heights	(\$485,188)	N/A	\$5,671,000	\$3,970,000	\$2,673,000
2012-084	Welby Rd Extension	Adams County	\$24,529	Yes	\$1,231,000	\$984,000	\$866,000

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-085	Welby Rd Realignment	Thornton	\$35,774	No	\$1,161,000	\$930,000	\$820,000
2012-094	Wadsworth Blvd Widening: W 35th Ave to W 46th Ave PEL Study	Wheat Ridge	\$132,209	No	\$1,200,000	\$636,000	\$0
STP Metro Total			\$13,624,144				
<u>STP Metro ES</u>							
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2003-112	C- 470: Santa Fe Drive Interchange Reconstruction	Douglas County	*	No	\$29,984,000	\$11,815,000	\$0
2008-084	SH-157 Trail Project: Goose Creek to N. of Valmont	Boulder	*	No	\$475,000	\$435,000	\$0
STP Metro ES Total			\$0				
<u>Surface Treatment</u>							
2001-214	Region 6 Surface Treatment Pool	CDOT Region 6	\$21,491,816	No	\$351,222,000	**	\$0
2007-095	Region 4 Surface Treatment Pool	CDOT Region 4	\$3,148,104	No	\$51,486,000	**	\$0
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	\$4,266,512	No	\$223,659,000	\$2,000,000	\$0
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-063	I-25 North PEL Action Items	CDOT Region 6	\$193,778	No	\$15,500,000	**	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	*	No	\$67,666,000	**	\$0
Surface Treatment Total			\$29,100,210				
<u>TCSP Discretionary</u>							
2005-044	Parker Rd: Arapahoe Rd New Interchange	Arapahoe County	*	No	\$51,218,000	\$20,844,000	\$0
2012-067	Denver B-Cycle Downtown Core and Neighborhood Expansion	CDOT	\$652,000	Yes	\$652,000	\$652,000	\$0
2012-105	Denver Aerotropolis Transportation Plan	Denver	\$500,000	No	\$604,000	\$500,000	\$0
TCSP Discretionary Total			\$1,367,630				
Grand Total of Obligations			\$342,882,767.00				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
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* - Indicates that this project was previously listed within the report under a different funding source and cannot be properly flagged for sure as being obligated from a particular funding source. Even though the project is being listed within all its funding sources, the funding amount is only being listed in the funding source that best represents the majority of its funding within the TIP or within the most recent fiscal year.

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



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