



Annual Listing of Federally Obligated Projects

FY 2014 (October 1, 2013 - September 30, 2014)

March 18, 2015

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 2014 (October 1, 2013 - September 30, 2014).

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 TIP covering FY2014 is the 2012-2017 TIP, 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.

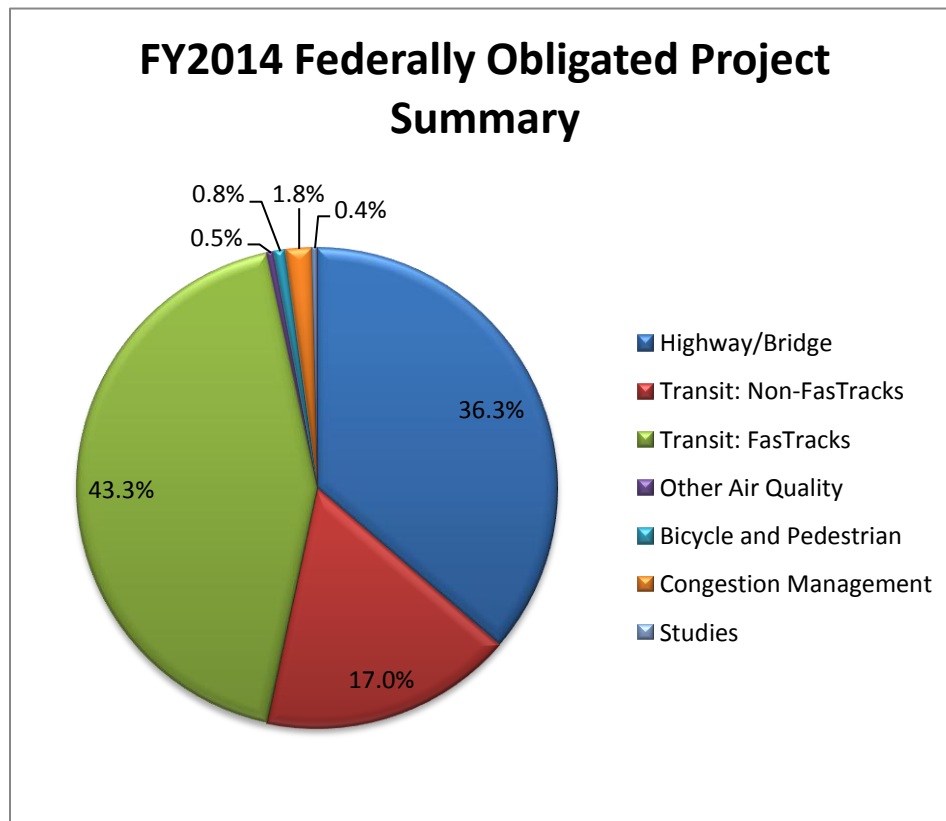
Public Involvement

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 \$395.1 million was obligated in FY2014 on 92 transportation projects. Some statistics regarding the FY2014 obligations include:

- \$171.2 million (43.3%) was for RTD FasTracks projects, \$143.5 million (36.3%) for highway/bridge projects, \$67.2 million (17.0%) for non-FasTracks transit projects, \$6.9 million (1.8%) for congestion management projects, \$3.0 million (0.8%) for bicycle and pedestrian projects, \$1.8 million (0.5%) for other air quality projects, and \$1.3 million (0.4%) for studies. The chart below illustrates these percentages:



- The largest project obligation (\$150 million or 37.9% of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- Only 7 of the 92 projects had net obligations over \$10 million, yet those projects accounted for 84.6% of the net amount obligated (\$334.5 of the \$395.1 million).
- The mean amount obligated per project was \$4.7 million while the median amount obligated per project was \$69,674. 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 FY2014 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 FY2014
- 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 FY2014, federal funding was distributed through the following TIP categories:

- 1702-High Priority Projects 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.
- Federal Emergency funds are allocated to repair damage from and mitigate future harm from an emergency, natural disaster, or other major unforeseen event.
- 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.

- Railroad Safety funds are FHWA funds to eliminate at-grade railroad crossings, 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 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.
- 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. MAP-21 has eliminated STP-Enhancement funds and replaced them with Transportation Alternatives (TAP). The current TIP still reference these as STP-E, even though TAP funds are being used for projects.
- 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 Infrastructure Finance Innovation Act (TIFIA) funds are awarded to projects that leverage additional funds from non-traditional sources like P3 partnerships.
- Transportation Investment Generating Economic Recovery (TIGER) grant funds are a discretionary grant program created as a part of the American Recovery and Reinvestment Act. They are awarded to projects that can show significant economic and employment impacts.

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 <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, 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>							
2007-032	US- 36: McCaslin Interchange Reconstruction	Louisville	(\$46,516)	Yes	\$900,000	\$298,000	\$0
1702-High Priority Projects Total			(\$46,516)				
<u>Bridge</u>							
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$8,576,946	Yes	\$67,666,000	\$0	\$0
Bridge Total			\$8,576,946				
<u>Bridge Off-System</u>							
2007-079	Region 1 Bridge Off-System Pool	CDOT Region 1	\$579,209	No	\$4,257,000	\$0	\$0
Bridge Off-System Total			\$579,209				
<u>Bridge On-System</u>							
2007-078	Region 1 Bridge On-System Pool	CDOT Region 1	\$277,387	No	\$73,929,000	\$0	\$0
2007-080	Region 6 Bridge On-System Pool	CDOT Region 6	\$32,270	No	\$118,870,000	\$0	\$0
2007-133	Region 4 Bridge On-System Pool	CDOT Region 4	\$831,859	No	\$16,166,000	\$0	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 1	*	No	\$127,099,000	\$0	\$0
Bridge On-System Total			\$1,141,516				
<u>Congestion Mitigation / Air Quality</u>							
1997-045	Regional Traffic Signal System Improvement Program	DRCOG	\$899,512	No	\$68,895,000	\$15,550,000	\$3,700,000
1999-097	Regional Transportation Demand Management (TDM) Program Pool	DRCOG	\$1,154,052	No	\$18,783,000	\$5,925,000	\$0
2005-026	Regional Intelligent Transportation System Pool	DRCOG	\$1,192,890	No	\$13,078,000	\$3,550,000	\$825,000

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2007-044	FasTracks Projects: DRCOG First Commitment Pool	R T D	\$5,350,000	No	\$75,000,000	\$32,000,000	\$14,000,000
2007-062	Congestion Evaluation Tool	DRCOG	\$62,143	No	\$490,000	\$390,000	\$0
2007-089	Civic Center Station Area Master Plan	R T D	\$200,000	No	\$250,000	\$200,000	\$0
2007-089	Broadway/I-25 Station Area Master Plan	Denver	\$175,000	No	\$219,000	\$175,000	\$0
2007-089	Fitzsimons Pkwy Station Area Study	R T D	\$160,000	No	\$200,000	\$160,000	\$0
2007-089	Littleton Downtown Light Rail Station Area Study	Littleton	\$100,000	No	\$125,000	\$100,000	\$0
2007-089	Southeast I-25 Urban Corridor Study	Denver South TMA	\$150,000	No	\$375,000	\$300,000	\$150,000
2007-089	Speer/Leetsdale Urban Center Study	Denver	\$80,000	No	\$325,000	\$260,000	\$180,000
2007-089	Englewood Light Rail Corridor Next Steps Study	Englewood	\$120,000	No	\$300,000	\$240,000	\$120,000
2008-004	New Energy Fleets Collaborative	R A Q C	\$1,177,580	No	\$5,323,000	\$4,169,000	\$0
2008-023	Inca St. Bike/Ped Bridge over 38th Ave Underpass	Denver	\$226,189	Yes	\$716,000	\$501,000	\$0
2008-100	Engines Off	Denver	\$20,075	No	\$125,000	\$100,000	\$0
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	\$15,801,803	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-001	Pearl Pkwy: 30th St to Foothills Pkwy/SH-157	Boulder	\$19,471	Yes	\$5,000,000	\$4,000,000	\$0
2012-002	Wonderland Creek Underpass and Multi-use Path Connection: Foothills Pkwy to Diagonal Hwy	Boulder	\$269,674	Yes	\$4,000,000	\$2,000,000	\$1,200,000
2012-011	Denver Traffic Signal System Upgrade: Citywide	Denver	\$1,019,703	No	\$7,185,000	\$4,800,000	\$1,026,000
2012-012	Advanced Fleet Technology Project	R A Q C	\$389,574	No	\$7,652,000	\$6,121,000	\$1,000,000
2012-013	Ozone Aware	R A Q C	\$267,944	No	\$2,080,000	\$1,663,000	\$0
2012-014	Bellevue call-n-Ride	R T D	\$231,000	No	\$1,034,000	\$827,000	\$0
2012-015	Golden Circulator Bus: West Corridor end of line to Downtown Golden	Golden	\$446,000	No	\$1,847,000	\$1,237,000	\$446,000
2012-016	BOLT Bus Service Enhancement: Longmont to Boulder	Boulder County	\$185,000	No	\$696,000	\$555,000	\$0
2012-017	Enhanced Bus Service: Boulder, Longmont, and Lyons	Boulder County	\$115,000	No	\$547,000	\$414,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-018	STAMPEDE Bus Service Enhancements	Univ of Colorado	\$142,000	No	\$534,000	\$426,000	\$0
2012-019	Adams County West Side call-n-Ride	Federal Heights	\$153,000	No	\$662,000	\$496,000	\$0
2012-033	144th Ave Station TOD Master Planning Study	Thornton	\$120,000	No	\$0	\$0	\$0
2012-059	Quebec St/C-470 Bike/Ped Bridge: County Line Rd to Park Meadows Dr	Douglas County	\$87,504	Yes	\$850,000	\$500,000	\$0
2012-064	Regional TDM Program: Way to Go	DRCOG	\$2,091,673	No	\$7,652,000	\$7,200,000	\$0
2012-088	Commerce City to Denver CBD Regional Bus Service	Commerce City	\$148,000	No	\$555,000	\$444,000	\$148,000
Congestion Mitigation / Air Quality Total			\$32,554,787				
<u>Congestion Relief</u>							
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2007-072	Region 1 Congestion Relief Pool	CDOT Region 1	\$449,797	No	\$11,627,000	\$0	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 1	*	No	\$127,099,000	\$0	\$0
2012-063	I-25 North PEL Action Items	CDOT Region 6	*	No	\$15,500,000	\$0	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$4,000,000	Yes	\$67,666,000	\$0	\$0
Congestion Relief Total			\$4,449,797				
<u>Congressional Allocation</u>							
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	(\$849,682)	No	\$45,783,000	\$30,904,000	\$0
Congressional Allocation Total			(\$849,682)				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
Federal Emergency							
2012-116	Region 4 2013 Flood-Related Projects Pool	CDOT Region 4	\$9,158	No	\$129,512,000	\$127,068,000	\$95,950,000
Federal Emergency Total			\$9,158				
Railroad Safety							
2012-044	Peoria St/Smith Rd RR Grade Separation	Denver	\$5,287,000	Yes	\$57,187,000	\$32,187,000	\$0
Railroad Safety Total			\$5,287,000				
Regional Priority Projects							
1997-033	Arapahoe Ave (SH-7): Cherryvale Rd to N 75th St	CDOT Region 4	\$867,168	Yes	\$34,798,000	\$0	\$0
2001-154	US-85: Cook Ranch Rd to Meadows Pkwy Widening	CDOT Region 1	\$1,011,226	No	\$102,598,000	\$0	\$0
2001-259a	East I-70 Corridor: Environmental Study (I-25/Pena Blvd)	CDOT Region 6	\$239,458	No	\$29,771,000	\$0	\$0
2003-124	US-285: Foxton Rd to Richmond Hill Rd Widening	CDOT Region 1	\$125,356	No	\$28,126,000	\$0	\$0
2005-136	Region 6 Misc/Design Pool	CDOT Region 6	\$323,249	No	\$47,128,000	\$0	\$0
2007-072	Region 1 Congestion Relief Pool	CDOT Region 1	*	No	\$11,627,000	\$0	\$0
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	*	No	\$282,696,000	\$2,000,000	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 1	\$7,050,085	No	\$127,099,000	\$0	\$0
2007-171	US-6/Federal Blvd/Bryant St: Federal to Bryant Interchange and Ramp Improvements	CDOT Region 1	\$4,829,827	No	\$30,000,000	\$0	\$0
2008-029	SH-7: US-287 to I-76 Corridor Optimization Study	CDOT Region 6	\$42,533	No	\$700,000	\$0	\$0
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	\$51,738	No	\$300,000	\$0	\$0
2008-117	US-36: Wetland Mitigation	CDOT Region 6	\$270,606	No	\$2,950,000	\$0	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-043	I-25/Arapahoe Rd Interchange Reconstruction	Arapahoe County	*	Yes	\$69,000,000	\$4,200,000	\$0
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	\$4,984,000	No	\$68,524,000	\$20,000,000	\$0
2012-078	I-25: Wetland Mitigation	CDOT Region 4	\$1,095,763	No	\$1,100,000	\$0	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$21,000,000	Yes	\$67,666,000	\$0	\$0
Regional Priority Projects Total			\$41,891,009				

Safety

2001-225	Region 6 Hot Spot Pool	CDOT Region 6	\$104,538	No	\$5,151,000	\$0	\$0
2001-226	Region 6 Safety Enhancement Pool	CDOT Region 6	\$2,989,659	No	\$13,159,000	\$0	\$0
2007-073	Region 1 Hazard Elimination Pool	CDOT Region 1	\$631,842	No	\$38,302,000	\$0	\$0
2007-075	Region 1 Traffic Signals Pool	CDOT Region 1	\$63,593	No	\$2,651,000	\$0	\$0
2007-081	Region 6 Hazard Elimination Pool	CDOT Region 6	\$1,195,841	Yes	\$41,410,000	\$0	\$0
2007-090	Region 4 Safety Enhancement Pool	CDOT Region 4	\$331,314	No	\$2,295,000	\$0	\$0
2007-094	Region 4 Hazard Elimination Pool	CDOT Region 4	\$260,916	No	\$15,785,000	\$0	\$0
2007-144	Safe Routes to School Pool	CDOT	\$835,652	Yes	\$4,909,000	\$0	\$0
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	*	No	\$68,524,000	\$20,000,000	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$4,800,000	Yes	\$67,666,000	\$0	\$0
Safety Total			\$11,213,355				

Section 5307

1997-084	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	R T D	\$55,542,034	No	\$861,087,000	\$218,420,000	\$55,140,000
Section 5307 Total			\$55,542,034				

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	\$150,000,000	No	\$2,057,477,000	\$928,745,000	\$457,250,000
Section 5309 New Start Total			\$150,000,000				
<u>Section 5309 State of Good Repair</u>							
2012-097	Seniors' Resource Center Building Rehab	R T D	\$363,400	No	\$436,000	\$363,000	\$0
Section 5309 State of Good Repair Total			\$363,400				
<u>Section 5310</u>							
2012-107	Enhanced Mobility for Elderly and Disabled (FTA 5310)	R T D	\$1,261,353	No	\$5,928,000	\$4,575,000	\$2,124,000
Section 5310 Total			\$1,261,353				
<u>Section 5337 State of Good Repair</u>							
1999-052	State of Good Repair	R T D	\$8,700,325	No	\$119,472,000	\$42,000,000	\$11,000,000
Section 5337 State of Good Repair Total			\$8,700,325				
<u>STP Enhancement</u>							
2007-046	Folsom Street: Regent Drive Underpass	Univ of Colorado	\$335,634	Yes	\$4,553,000	\$2,694,000	\$0
2008-023	Inca St. Bike/Ped Bridge over 38th Ave Underpass	Denver	*	Yes	\$716,000	\$501,000	\$0
2008-099	SH-121/Wadsworth Boulevard Bike/Ped Facility	Wheat Ridge	(\$11,886)	Yes	\$780,000	\$624,000	\$0
2012-003	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	Denver	\$123,844	Yes	\$3,457,000	\$2,765,000	\$0
2012-006	Greenwood Plaza Blvd Sidewalks	Greenwood Village	\$4,968	Yes	\$1,645,000	\$871,000	\$0
2012-008	West Corridor End of Line Bike/Ped Overpass	Golden	\$1,041,768	Yes	\$2,270,000	\$1,220,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-052	Ridge Rd Bike/Ped Project: Independence St to Iris St	Arvada	\$120,000	Yes	\$1,000,000	\$800,000	\$0
2012-055	28th St/US-36 Multi-use Bike/Ped Path: Iris Ave to Yarmouth Ave	Boulder	\$166,606	Yes	\$2,224,000	\$1,224,000	\$624,000
2012-056	Blake St Bike/Ped Station Access (40th Ave to 38th Ave/Blake St Station)	Denver	\$152,448	Yes	\$2,354,000	\$1,224,000	\$0
STP Enhancement Total			\$1,933,382				

STP Metro

1999-097	Regional Transportation Demand Management (TDM) Program Pool	DRCOG	*	No	\$18,783,000	\$5,925,000	\$0
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2007-029	120th Ave Connection: Wadsworth Blvd to US-287	Broomfield County	(\$3,202,313)	Yes	\$80,073,000	\$20,914,000	\$0
2007-032	US-36: McCaslin Interchange Reconstruction	Louisville	*	Yes	\$900,000	\$298,000	\$0
2007-044	FasTracks Projects: DRCOG First Commitment Pool	R T D	*	No	\$75,000,000	\$32,000,000	\$14,000,000
2008-006	Colfax/Welton/Galapago Intersection Operation Improvements: Speer Blvd to Fox St	Denver	\$795,362	Yes	\$2,168,000	\$1,734,000	\$0
2008-020	SH-83: Lincoln Avenue Intersection Improvements	Parker	\$13,894	Yes	\$398,000	\$280,000	\$0
2008-043	Ozone SIP Modeling Efforts and Analysis	R A Q C	\$7,861	No	\$593,000	\$487,000	\$0
2008-093	Arapahoe Road Reconstruction	Centennial	(\$225,050)	No	\$1,446,000	\$1,157,000	\$0
2008-111	FasTracks Eagle P-3 Corridors (Gold and East Line)	R T D	*	No	\$2,057,477,000	\$928,745,000	\$457,250,000
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-035	South Broadway Reconstruction: Kentucky Ave to south of Tennessee Ave	Denver	\$159,763	Yes	\$5,384,000	\$2,692,000	\$0
2012-036	Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave	Lakewood	\$873,213	Yes	\$7,801,000	\$6,240,000	\$0
2012-038	Bellevue Ave and Quebec St Intersection Operational Improvements	Greenwood Village	\$378,142	Yes	\$1,505,000	\$1,053,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-040	Foothills Pkwy/SH-157 Operational Improvements: Diagonal Hwy to Valmont Rd	Boulder	(\$25,525)	Yes	\$830,000	\$600,000	\$0
2012-042	32nd Ave Widening: Wright Ct to Braun Ct Operational Improvements	Wheat Ridge	\$795,674	Yes	\$5,517,000	\$2,924,000	\$0
2012-043	I-25/Arapahoe Rd Interchange Reconstruction	Arapahoe County	*	Yes	\$69,000,000	\$4,200,000	\$0
2012-044	Peoria St/Smith Rd RR Grade Separation	Denver	\$6,645,681	Yes	\$57,187,000	\$32,187,000	\$0
2012-045	Kipling Pkwy Underpass: Van Bibber Trail Extension from W 56th Pl to Grandview Ave	Arvada	\$83,989	Yes	\$2,000,000	\$1,600,000	\$1,308,000
2012-046	Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36	Boulder	(\$423,162)	Yes	\$5,400,000	\$4,046,000	\$1,954,000
2012-072	US-287 (Federal)/92nd Ave Intersection Operations Improvements	Federal Heights	\$131,681	No	\$5,671,000	\$3,970,000	\$0
2012-094	Wadsworth Blvd Widening: W 35th Ave to W 46th Ave PEL Study	Wheat Ridge	\$13,355	No	\$1,200,000	\$636,000	\$0
STP Metro Total			\$6,022,565				

Surface Treatment

2001-214	Region 6 Surface Treatment Pool	CDOT Region 6	\$29,844,920	No	\$351,222,000	\$0	\$0
2007-095	Region 4 Surface Treatment Pool	CDOT Region 4	\$32,724	No	\$51,486,000	\$0	\$0
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	\$27,031,367	No	\$282,696,000	\$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
2012-046	Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36	Boulder	*	Yes	\$5,400,000	\$4,046,000	\$1,954,000
2012-063	I-25 North PEL Action Items	CDOT Region 6	\$244,032	No	\$15,500,000	\$0	\$0
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	\$3,416,171	No	\$68,524,000	\$20,000,000	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$6,000,000	Yes	\$67,666,000	\$0	\$0
Surface Treatment Total			\$66,569,214				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>TIFIA</u>							
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
TIFIA Total			\$0				
<u>TIGER</u>							
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	*	No	\$68,524,000	\$20,000,000	\$0
TIGER Total			\$0				
Grand Total of Obligations			\$395,648,649				

* - 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.



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