

ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Fiscal year 2021

Oct. 1, 2020 –
Sept. 30, 2021

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 2021 (October 1, 2020 to September 30, 2021).

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 Denver and the City and County of Broomfield.

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

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). DRCOG develops its positions by working with elected officials, staff from local governments and the above agencies, and the public through a committee system where the various issues are discussed, and recommendations are made. Current committees include the [Regional Transportation Committee](#) and the [Transportation Advisory Committee](#). Working groups are also created and appointed, as need dictates.

Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan ([RTP](#)), called the Metro Vision RTP. The Metro Vision RTP is an element of the region's [Metro Vision](#) plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the reasonably

¹ [23 U.S.C. 450.334 \(a\)](#)

available financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

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

Transportation Improvement Program

The Transportation Improvement Program ([TIP](#)) is the adopted list of 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 FY2021 is the 2020-2023 TIP and was adopted on August 21, 2019. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIPs.

Public Involvement

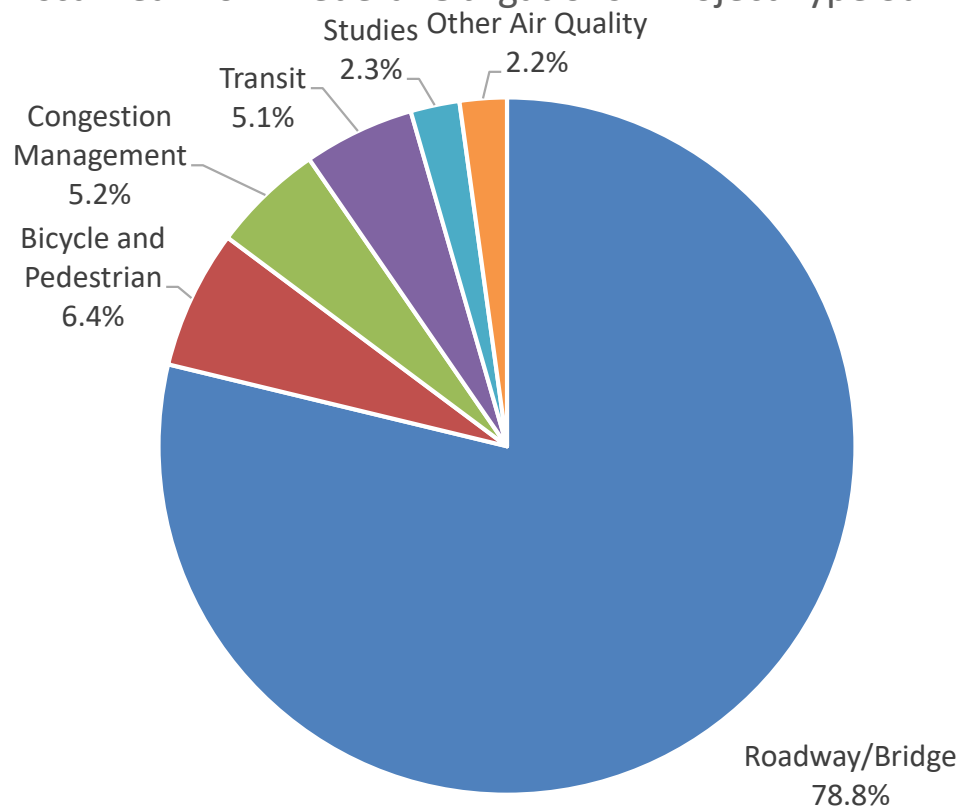
DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP,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

Summary of Obligated Projects

A net total of \$217.4 million was obligated in FY2021 on 81 transportation projects. Some statistics regarding the FY2021 obligations include:

- \$171.3 million (78.8%) for roadway/bridge projects, \$14 million (6.4%) for bicycle and pedestrian projects², \$11.3 million (5.2%) for congestion management projects, \$11.2 million (5.1%) for transit projects, \$4.9 million (2.3%) for studies, and \$4.7 million (2.2%) for other air quality projects. The chart below illustrates these percentages:

Fiscal Year 2021 Federal Obligations - Project Type Summary



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

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

- 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 FY2021
- B/P indicates if bicycle/pedestrian infrastructure is part of the project
- Total Cost lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Federal Total lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active (may or may not be the currently adopted 2020-2023 TIP)
- Total Federal Funds Remaining lists the programmed federal transportation funds in the current 2020-2023 TIP that are remaining for the project.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Cost column as part of the total overall project cost. For the purposes of this report in FY2021, federal funding was distributed through the following funding categories:

- Accelerating Innovative Mobility funds projects that adopt innovation in highway transportation.
- ADA (Americans with Disabilities Act) funds are for addressing curb ramp compliance on the state highway system, particularly arterial roadways. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality (CMAQ) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Congestion Relief funds projects which reduce congestion on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- FASTER Safety supports the construction, reconstruction, or maintenance of projects that the state Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Federal Emergency funds repairs of damaged roads and bridges following natural disasters and catastrophic events.
- Freight funds improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- HOPE grants (Helping Obtain Prosperity for Everyone Program) provide transit grants in areas experiencing long-term economic distress.
- The RAMP (Responsible Acceleration of Maintenance & Partnerships) program accelerates funding for projects on the state highway system and transit projects. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Regional Priority Projects (RPP) typically fund construction, widening, and reconstruction on roadways on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- RoadX funds innovative technology to improve the safety, mobility, and efficiency of the transportation system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Safe Routes to School funds promote walking and bicycling to school through investments in infrastructure, enforcement, tools, safety education, and incentives.
- 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 5310 funds capital assistance grants to private nonprofit organizations to serve the transportation needs of elderly people and individuals with disabilities.
- Section 5311 funds capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5339 funds the replacement, rehabilitation, and purchase of buses and other transit vehicles as well as construction of bus-related facilities.
- STBG-Pandemic funds were distributed to accelerate transportation projects which could provide relief from some of the impacts of the COVID-19 pandemic.

- Surface Transportation Block Grant (STBG) is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, bicycle/pedestrian improvements, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- TIFIA (Transportation Infrastructure & Finance Innovation Act) provides federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit, and rail. The program is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt.
- Transportation Alternative funds such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation.

This report also contains deobligations, depicted with (). Deobligation occurs when the obligation is returned to the federal government. Deobligation can occur for several reasons, including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.
- A project phase is closed out, causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same 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
Adams County	I-270 Corridor Environmental Assessment	2020-068	Surface Transportation Block Grant	\$495,096	No	\$5,300,000	\$0	\$0
Arapahoe County	Iliff Ave Operational Improvements: Parker Rd to Quebec St	2016-024	Congestion Mitigation / Air Quality	\$1,040,000	Yes	\$23,519,000	\$17,346,000	\$16,306,000
Arapahoe County	Gun Club Rd and Quincy Ave Operational Improvements	2016-040	Congestion Mitigation / Air Quality	\$3,715,139	Yes	\$12,700,000	\$4,892,000	\$1,176,861
Arapahoe County	US-85 PEL Study: C-470 to I-25	2020-006	Surface Transportation Block Grant	\$832,732	No	\$3,000,000	\$0	\$0
Arapahoe County	I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements	2020-058	Congestion Mitigation / Air Quality	\$78,085	No	\$2,000,000	\$0	\$0
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Blvd	2016-016	Congestion Mitigation / Air Quality	\$1,069,027	Yes	\$7,105,000	\$5,683,000	\$4,613,973
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053	Regional Priority Projects	\$458,597	No	\$2,200,000	\$0	\$0
Boulder	Wonderland Creek Underpass and Multi-use Path Connection: Foothills Pkwy to Diagonal Hwy	2012-002	Congestion Mitigation / Air Quality	\$788,783	Yes	\$4,000,000	\$2,000,000	\$1,211,217
Boulder	Boulder Slough Multi-Use Path: 30th St. to 3100 Pearl	2016-008	Surface Transportation Block Grant	\$56,077	Yes	\$2,300,000	\$398,000	\$341,923
Boulder	SH-157/Foothills Pkwy Bike/Ped Underpass: north and south of Colorado Ave	2016-074	Congestion Mitigation / Air Quality	\$1,414,542	Yes	\$4,874,000	\$3,200,000	\$1,785,458
Boulder	19th St. Multimodal Improvements	2016-084	Transportation Alternatives	\$72,652	Yes	\$890,000	\$0	\$0
Boulder	SH-7 Multimodal Improvements: 38th St./Marine St. to Cherryvale Rd.	2020-041	Surface Transportation Block Grant	\$190,000	Yes	\$1,900,000	\$722,000	\$532,000
Boulder County	71st St. Multimodal Pathway Connection: Winchester to Idylwild Trail	2016-030	Transportation Alternatives	\$30,669	Yes	\$1,075,000	\$0	\$0
Boulder County	Boulder County Quiet Zones	2016-069	Surface Transportation Block Grant	\$596,950	No	\$2,499,000	\$1,389,000	\$792,050

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Broomfield	Broomfield Quiet Zones	2018-012	Surface Transportation Block Grant	\$351,969	No	\$1,182,000	\$946,000	\$594,031
Broomfield	SH-7 Preliminary and Environmental Engineering	2020-007	Surface Transportation Block Grant	\$1,000,000	No	\$10,000,000	\$3,200,000	\$2,200,000
Broomfield	US-36 Bike-N-Ride Shelters, Amenities, Operations, and Marketing	2020-018	Surface Transportation Block Grant	\$14,405	Yes	\$650,000	\$88,000	\$73,595
Broomfield	Midway Blvd. Multimodal Corridor Action Plan	2020-044	Surface Transportation Block Grant	\$34,435	Yes	\$500,000	\$0	\$0
Castle Rock	Founders Pkwy. and Allen Way Intersection Improvements	2016-041	FASTER Safety	\$1,621,836	Yes	\$4,468,000	\$0	\$0
Castle Rock	SH-86/5th St. and Founders Pkwy./Ridge Rd. Intersection Operational Improvements	2020-051	Congestion Mitigation / Air Quality	\$129,818	Yes	\$6,500,000	\$3,925,000	\$3,795,182
CDOT	Safe Routes to School Pool	2007-144	Safe Routes to School	\$780,968	Yes	\$8,034,000	\$1,401,000	\$620,032
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$4,007,330	No	\$44,253,000	\$7,200,000	\$3,192,670
CDOT	Central 70	2016-003	Congestion Mitigation / Air Quality	\$10,955,412	No	\$1,292,638,000	\$0	\$0
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$3,566,430	No	\$7,849,000	\$3,280,000	\$0
CDOT	Innovative Mobility Pool	2016-066	RoadX	\$1,995,124	No	\$22,700,000	\$0	\$0
CDOT	I-25 and Alameda Ave. Operational Improvements: Valley Highway Phase 2.0	2020-061	Surface Transportation Block Grant	\$400,000	Yes	\$30,000,000	\$8,000,000	\$7,600,000
CDOT Region 1	US-85: Cook Ranch Rd. to Meadows Pkwy. Widening	2001-154	Regional Priority Projects	\$11,965,440	No	\$132,002,000	\$0	\$0
CDOT Region 1	US-6: Wadsworth Blvd. Interchange Reconstruction	2005-072	Regional Priority Projects	\$1,647,401	No	\$37,000,000	\$0	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$10,791,083	No	\$64,000,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$4,688,464	No	\$13,000,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$3,382,914	No	\$74,000,000	\$74,000,000	\$70,617,086
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$1,224,633	No	\$6,028,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$32,827,750	No	\$169,500,000	\$0	\$0
CDOT Region 1	Region 1 FASTER Pool	2008-076	FASTER Safety	\$6,649,655	No	\$241,563,000	\$0	\$0
CDOT Region 1	I-25 North PEL Action Items	2012-063	Regional Priority Projects	\$11,666	No	\$17,500,000	\$0	\$0
CDOT Region 1	I-25: 120th Ave to E-470 Managed Lanes	2016-055	Regional Priority Projects	\$939,434	No	\$116,677,000	\$0	\$0
CDOT Region 1	I-25 S PEL: Monument to C-470	2016-080	RAMP	\$2,347,481	No	\$34,250,000	\$0	\$0
CDOT Region 1	Region 1 ADA Projects	2018-001	ADA	\$79,121	Yes	\$44,972,000	\$0	\$0
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$1,377,939	Yes	\$16,736,000	\$3,367,000	\$1,989,061
CDOT Region 1	I-25 Central PEL	2018-008	Regional Priority Projects	(\$195,551)	No	\$3,500,000	\$100,000	\$0
CDOT Region 1	US-85 (Vasquez Blvd) Operational Improvements: E. 52nd Ave. to E. 64th Ave.	2018-009	Freight	\$266,313	No	\$12,000,000	\$3,450,000	\$3,183,687
CDOT Region 1	C-470: Wadsworth to I-70	2018-010	RAMP	\$683,186	No	\$5,000,000	\$0	\$0
CDOT Region 1	I-25 Capacity Improvements: Castle Rock to El Paso County Line	2018-014	Freight	\$4,440,300	No	\$356,200,000	\$0	\$0
CDOT Region 1	I-70 Noise Walls	2020-098	STBG-Pandemic	\$5,939,104	No	\$35,800,000	\$0	\$0
CDOT Region 4	Region 4 Safety Enhancement Pool	2007-090	Safety	\$65,595	No	\$2,295,000	\$0	\$0
CDOT Region 4	Region 4 Traffic Signal Pool	2007-091	Safety	\$98,622	No	\$1,578,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT Region 4	Region 4 Hot Spot Pool	2007-092	Safety	\$171,500	No	\$800,000	\$0	\$0
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$1,278,132	No	\$27,400,000	\$0	\$0
CDOT Region 4	Region 4 FASTER Pool	2008-077	FASTER Safety	\$4,343,120	No	\$22,500,000	\$0	\$0
CDOT Region 4	North I-25: Front Range EIS	2008-081	Regional Priority Projects	\$1,362,775	No	\$25,218,000	\$0	\$0
CDOT Region 4	Region 4 2013 Flood-Related Projects Pool	2012-116	Federal Emergency	\$42,729,065	No	\$278,335,000	\$58,000,000	\$15,270,935
CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	2012-121	Regional Priority Projects	\$1,454,911	No	\$12,700,000	\$0	\$0
Commerce City	North Metro Rail 72nd Ave. and Colorado Blvd. Station Sidewalks	2012-080	STP Metro	\$1,410,649	Yes	\$1,927,000	\$0	\$0
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	Congestion Mitigation / Air Quality	\$175,999	No	\$7,185,000	\$4,800,000	\$4,624,001
Denver	Broadway Station and I-25 Safety and Access Improvements	2016-021	Surface Transportation Block Grant	\$4,041,394	No	\$89,422,000	\$16,925,000	\$12,883,606
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	2016-023	Surface Transportation Block Grant	\$85,750	Yes	\$24,500,000	\$11,500,000	\$11,414,250
Denver	High Line Canal Trail Underpass at Hampden and Colorado	2016-038	Transportation Block Grant Alternatives	\$2,462,500	Yes	\$5,400,000	\$4,050,000	\$1,587,500
DRCOG	Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects	1999-097	Congestion Mitigation / Air Quality	\$786,390	No	\$15,094,000	\$2,400,000	\$1,613,611
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	Surface Transportation Block Grant	\$27,789	Yes	\$3,200,000	\$2,400,000	\$2,372,211
DRCOG	Regional TDM Program: Way to Go	2012-064	Congestion Mitigation / Air Quality	\$65,890	No	\$9,000,000	\$4,400,000	\$4,334,110
DRCOG	Regional Transportation Operations and Technology Set-Aside	2016-004	Congestion Mitigation / Air Quality	\$5,398,124	No	\$50,800,000	\$11,275,000	\$5,876,876

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
DRCOG	Community Mobility Planning and Implementation Set-Aside	2020-077	Surface Transportation Block Grant	\$41,576	Yes	\$7,310,000	\$2,476,000	\$2,434,424
Englewood	US-285 and Broadway Interchange Operational Improvements	2020-059	Surface Transportation Block Grant	\$300,000	Yes	\$9,500,000	\$6,200,000	\$5,900,000
Erie	Traffic Signalization: Erie Pkwy. and WCR-7	2020-067	Congestion Mitigation / Air Quality	\$54,400	No	\$600,000	\$0	\$0
Lakewood	Sheridan Blvd Multiuse Path: W. 6th Ave to W. 10th Ave	2016-061	Transportation Alternatives	\$734,779	Yes	\$1,000,000	\$400,000	\$0
Longmont	Longmont 1st and Emery Quiet Zone	2016-070	Surface Transportation Block Grant	\$195,868	No	\$1,956,000	\$0	\$0
Longmont	SH-66 Improvements: Hover St. to Main St.	2020-038	Surface Transportation Block Grant	\$145,250	No	\$650,000	\$0	\$0
Longmont	Coffman St. Busway	2020-083	Congestion Mitigation / Air Quality	\$235,463	No	\$6,900,000	\$4,920,000	\$4,684,537
Louisville	South Boulder Rd. At-Grade Crossing Improvements	2020-043	Surface Transportation Block Grant	\$38,557	Yes	\$1,433,000	\$0	\$0
Nederland	Downtown ADA Sidewalk Connections	2020-015	Surface Transportation Block Grant	\$38,004	Yes	\$1,550,000	\$150,000	\$111,996
Northglenn	North Metro Rail 112th Ave. Corridor Improvements	2012-079	Surface Transportation Block Grant	\$89,590	Yes	\$1,059,000	\$0	\$0
Northglenn	120th Ave. Operational Improvements: Washington St. to west of York St.	2020-055	Congestion Mitigation / Air Quality	\$727,718	Yes	\$13,461,000	\$8,581,000	\$7,853,282
R A Q C	Air Quality Improvements Set-Aside	2016-002	Congestion Mitigation / Air Quality	\$4,438,728	No	\$16,530,000	\$1,900,000	\$0
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	Surface Transportation Block Grant	\$304,375	No	\$1,500,000	\$0	\$0
R T D	Colfax 15L Transit Improvements: I-225 to I-25	2016-019	Surface Transportation Block Grant	(\$991,589)	No	\$3,250,000	\$2,600,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
R T D	Platte Facility Roof Replacement	2018-017	Section 5339	\$3,503,000	No	\$4,671,000	\$3,503,000	\$0
R T D	App-Based Inter-Agency Fare Purchase and Trip Planning	2020-095	Accelerating Innovative Mobility	\$687,000	No	\$1,023,000	\$687,000	\$0
R T D	Underserved Transit Needs Study	2020-096	HOPE	\$180,000	No	\$200,000	\$180,000	\$0
Superior	US-36 Bikeway Extension: Superior to Broomfield	2020-017	Transportation Alternatives	\$45,360	Yes	\$1,312,000	\$0	\$0
University of Colorado-Boulder	19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus	2016-073	Congestion Mitigation / Air Quality	\$3,600,229	Yes	\$7,598,000	\$4,798,000	\$1,197,771
Wheat Ridge	Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70	2016-020	Surface Transportation Block Grant	\$12,320,517	Yes	\$57,909,000	\$4,880,000	\$0
Grand Total of Obligations				\$217,409,439				



Denver Regional Council of Governments
1001 17th St. Suite 700
Denver, CO 80202

drcog.org
303-455-1000