



COLORADO
 Department of Transportation
 Division of Transit & Rail

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DATE: May 11, 2018
TO: Transit & Rail Advisory Committee
FROM: David Krutsinger, Director - Division of Transit & Rail
 Brodie Ayers, Grants Unit Manager - Division of Transit & Rail
SUBJECT: Transit Grants Quarterly Report

Purpose

The memo provides the TRAC a quarterly update on the Transit Grants Program.

Action

For information only. No action needed.

Background

Policy Directive 704 states that the T&I Committee shall review quarterly reports submitted by DTR which contain the expenditures and status of all FASTER funded projects and the reconciliation of FASTER funding. FTA Circular 5010.1E requires that CDOT, as a recipient of FTA funds, provide Federal Financial Reports (FFR's) and Milestone/Progress Reports (MPR's). This information is assembled by members of the Division of Transit & Rail (DTR), the Business Office within the Division of Accounting and Finance (DAF), and the Office of Financial Management & Budget (OFMB).

Details

Table 1 provides a summary of all projects and the status of contracting and spending, by year of funding.

Table 1: Financial Trends from Budget to Expenditure

Funding Source & Year	Budgeted	Total Available Including Roll-Over	% Contracted Last Qtr	% Spent Last Qtr	% Contracted This Qtr Ending 3/31/2018	% Spent This Qtr Ending 3/31/2018
FASTER SFY 2014-15	\$15 M	\$26.2 M	100%	81%	100%	82%
FASTER SFY 2015-16	\$15 M	\$20.7 M	100%	45%	100%	53%
FASTER SFY 2016-17	\$15 M	\$17.0 M	100%	33%	100%	42%
FTA FFY 2014-15	\$17.3 M	\$17.7 M	100%	83%	100%	91%
FTA FFY 2015-16	\$17.2 M	\$18.0 M	100%	76%	100%	83%
FTA FFY 2016-2017	\$18.1 M	\$18.6 M	85%	50%	100%	67%

Notes:

Budgeted and Total Available Amounts here do not include local matching dollars.
 SFY = State Fiscal Year July 1 - June 30, FFY = Federal Fiscal Year October 1 - September 30.



Project Assistance / Lessons Learned

PD 704 asks DTR to regularly identify projects that are experiencing significant changes to scope, schedule, or budget. Once identified, DTR staff then can apply more project management controls, offer more technical assistance, or it can serve as an advance notice that some projects may be subject to PD 703’s rules regarding budget changes. Table 2 presents the highlights for relevant projects and agencies.

Table 2: Projects Experiencing Significant Changes		
Project	Change being Experienced	Description / Response
City of Aspen - \$1,400,000, - 2016/17 FASTER\$	Delay in requesting reimbursement request due to staff level and unique relationship with local transit provider	Have received vehicles as long ago as June 2017, and have yet to request reimbursement for transit vehicles
Pueblo Transit - \$500,000, 2015\$	Staff turnover. Vehicle delivery delay due to staff actions at Pueblo Transit.	New Transit Director named. Vehicle delivery now moving.
Pueblo Transit - FTA 2014 Funds - \$26,800	Staff turnover. Vehicle lift & tire changing machine delayed.	CDOT expects City of Pueblo’s new Transit Manager to either get the project moving, or make a decision to cancel it.
South Central Council of Governments - Award for 2 Vehicles - FASTER 2016 Funds - \$102,400	Contract was executed in October 2015. The South Central Council of Governments (SCCOG) has not started the procurement process, and has experienced some staff turnover.	CDOT will continue to work with this grant partner to remedy for a while. If no resolution is reached soon, the funds will be re-programmed and SCCOG can return to the queue for vehicle replacement when ready to act on fund award.
Trinidad Multimodal Station - FASTER Funds 2011 - FASTER Funds 2013 - \$330,920	The project was withdrawn from the City of Trinidad in Oct. 2016. A scaled-down passenger shelter will be completed with Amtrak to close the mitigation obligations incurred by CDOT when I-25 was reconstructed. The cost is expected to be significantly less than the original version.	Amtrak negotiating a land agreement with BNSF Railway. Amtrak completed a site visit May 2017 to further discussions about the shelter specifications. CDOT & Amtrak started scope negotiations in August 2017. CDOT and Amtrak exchanged cost estimates in March 2018.
RTD Colfax / 15L Improvement Project - FASTER Funds 2016 - \$770,000	RTD’s environmental clearances process took longer than expected. RTD has provided regular updates to report on progress.	Review for potential impacts to historic structures is almost complete. FTA will be able to finalize the environmental review when the historic element is complete. CDOT will then complete the contract for construction. RTD has a new project manager.

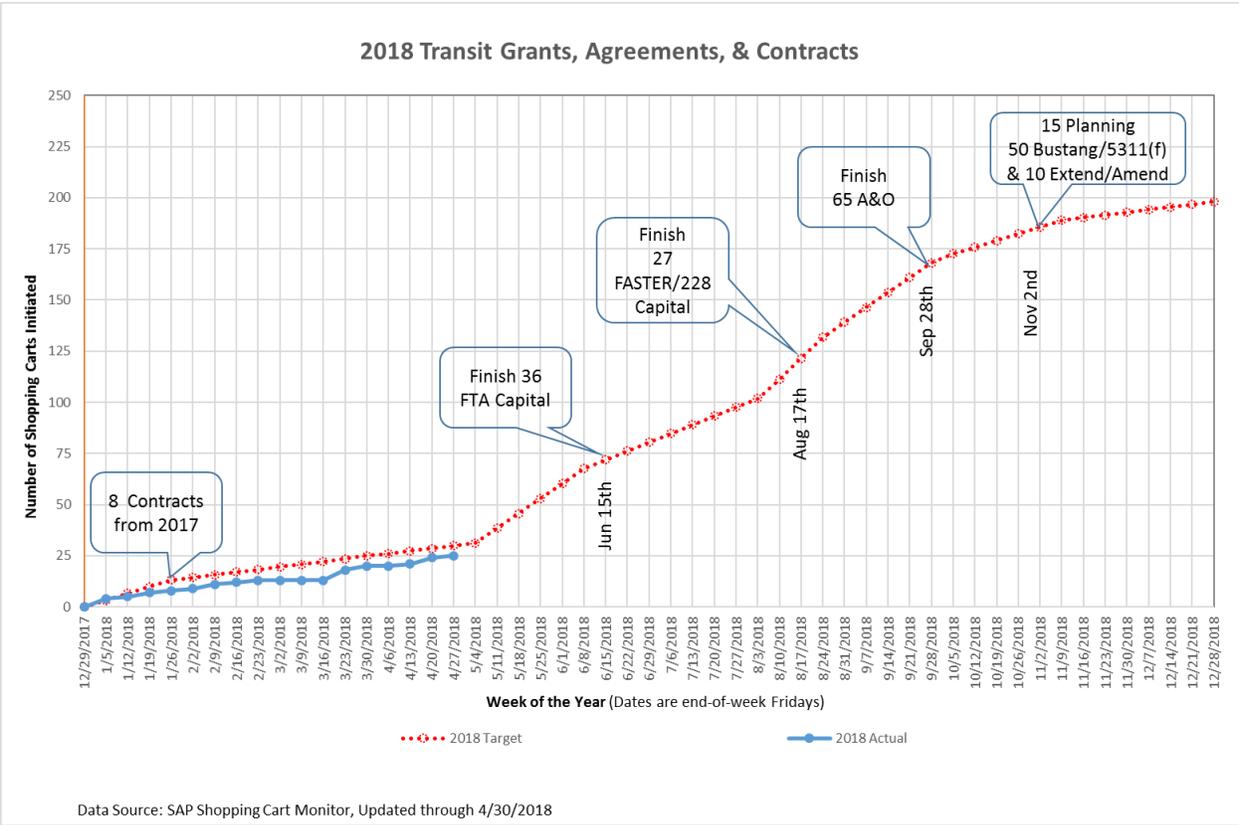
Transit Grant Contracting & Invoicing Performance

Table 3 below summarizes the year-over-year progress, showing significant, sustained improvement. Figure 1 provides graphic representation of the timely contracts goal. The dashed line (circle markers) is the target trend line. The solid line (solid markers) is 2018 progress from January 1 through April 30, 2018. The 2018 progress stands at 25 of the forecast 198 contracts to be delivered for the year, with actuals 5 contracts behind of the target.



Table 3: Summary of Grant Contracting & Invoicing Performance	
Goal Area	Results
Timely Contracts	Normal Year: 175 to 200 Grant Agreements, Contracts, & Extensions 2015 Goal: 210 contracts & extensions by Thanksgiving. Met goal. Completed 228 total. 2016 Goal: 235 cont. & ext. 4 wks earlier than 2015. Achieved 2 wks earlier, 246 total. 2017 Goal: 185 contracts & extensions met, 224 total for calendar 2017. 2018 Goal: 198 contracts & extensions for calendar year 2018.
Timely Payments (Average Days ≤ 30 Days)	45 days to payment, average for SFY July 1 2013 - Jun 30 2014 35 days to payment, average for SFY July 1 2014 - Jun 30 2015 29 days to payment, average for SFY July 1 2015 - Jun 30 2016 26 days to payment, average for SFY July 1 2016 - Jun 30 2017 24 days to payment, average for SFY July 1 2017 - April 2, 2018 (year to date)
No Statutory Violations	12 Statutory Violations occurred in 2014 2 Statutory Violations in calendar 2015 2 Statutory Violations in calendar 2016 1 Statutory Violation in calendar 2017 (June 2017; 14 mo prior, 11 mo now w/o a S.V.) 0 Statutory Violations in calendar 2018

Figure 1: Timely Contracts Tracking, Goal vs. Actual for Calendar Year 2018



Next Steps

The next quarterly report will be available for the July 2018 meeting (bi-monthly, rather than quarterly meetings).

Attachments: None

