



**COLORADO**  
Department of Transportation



DENVER REGIONAL  
COUNCIL OF GOVERNMENTS

# 2020 CDOT/DRCOG Joint Call Workshop

May 2019

CDOT DTR and DRCOG

# 2020 CDOT/DRCOG Joint Call Workshop

## Workshop Agenda

- ▶ Joint Call Summary
- ▶ About DRCOG, Boundaries of DRCOG, MPO and Denver-aurora Urbanized Area
- ▶ DRCOG TIP Human Service Transportation (HST) and HST-FASTER Funding Swap
- ▶ FTA-5310 Denver-Aurora Program
- ▶ Why Joint Call
- ▶ Eligible Applicants for FTA-5310 and DRCOG HST-FASTER Set Aside fund

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## Workshop Agenda (cont'd)

- ▶ Eligible Projects In General
- ▶ Capital Applications
- ▶ Capital Project Evaluation Criteria (by project type)
- ▶ CDOT Vehicle Price Agreements
- ▶ Operating and Mobility Management Applications and Eligibilities
- ▶ Operating and Mobility Management Project Evaluation Criteria
- ▶ Local Match, In Kind
- ▶ Using FASTER as Local Match

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## Summary

- ▶ 1st time CDOT is partnering with the local community (DRCOG) to issue a Joint NOFA for transit projects.
- ▶ The NOFA was released on April 26, 2019 and applications are due to CDOT through COTRAMS on **Monday June 10, 2019**.
- ▶ Over \$2.2 million FTA-5310 Denver-Aurora funds
- ▶ \$1 million DRCOG TIP Human Service Transportation (HST) Set Aside funds
- ▶ 2020 Capital, Operating & Mobility Management projects in the Denver MPO region

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## About DRCOG

The Denver Regional Council of Governments (DRCOG) is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of:

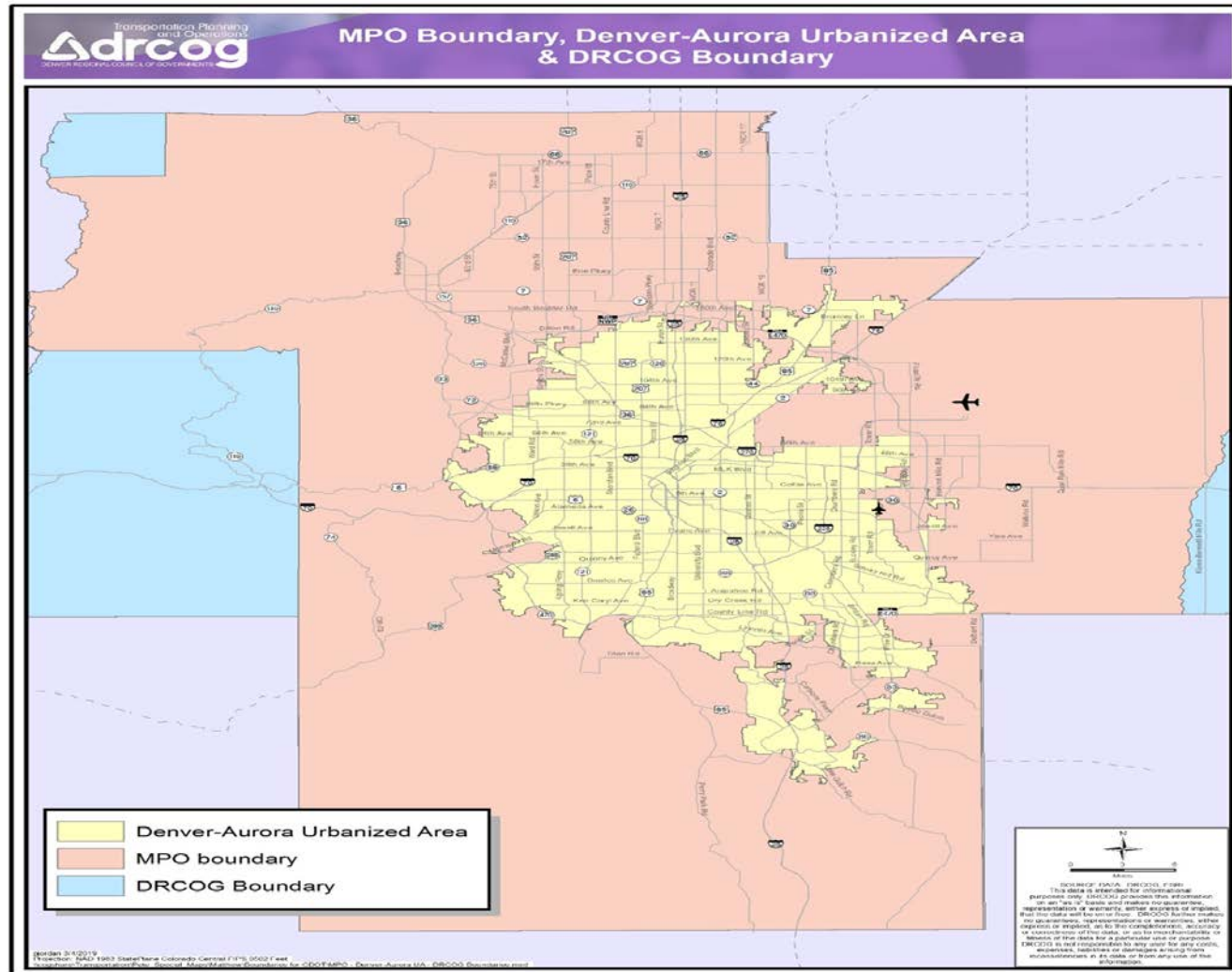
- ▶ Transportation and Personal Mobility
- ▶ Growth and Development
- ▶ Aging and Disability Resources

**DRCOG is**

- ▶ a Council of Governments
- ▶ Regional Planning Commission
- ▶ Area Agency on Aging (AAA)
- ▶ the Metropolitan Planning Organization (MPO) for the Denver region

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## DRCOG MPO, Denver-Aurora Urbanized Area & DRCOG Boundary



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## DRCOG TIP HST

- ▶ In 2018 the DRCOG Board of Directors set aside \$1 million annually for four years, starting in 2020, for Human Service Transportation (HST) through the Transportation Improvement Program (TIP). This is to serve vulnerable populations, including individuals with disabilities, older adults, low income and veterans.
- ▶ Eligible activities for this new funding include:
  1. Operating assistance for more trips;
  2. Rolling stock (replacements and expansions); and
  3. Mobility Management.

## HST-FASTER Funding Swap

- ▶ HST funds have been “swapped” for FASTER funds & maintain the eligibility criteria for FASTER funds.
- ▶ This “swap” allows for HST funds to count toward match of FTA 5310 local match requirement.

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## FTA-5310 Denver-Aurora Program

- ▶ FTA 5310 - improve mobility for seniors and individuals with disabilities
  - ▶ Large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000)
  - ▶ CDOT is designated to administer FTA-5310 Denver-Aurora program
    - ▶ Colorado Springs and Fort Collins manage their FTA-5310 large UZA funds themselves



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## Why Joint Call

- ▶ Makes more sense having DRCOG administer the FTA-5310 Denver-Aurora grant because it would be easier to implement the Regional Human Services Transportation Coordination plan developed by DRCOG
- ▶ Helps make project funding decisions more holistic and easy
- ▶ An opportunity to test the possibility of DRCOG administering the FTA-5310 program in the future
- ▶ In the past few years, FTA-5310 Denver-Aurora funds were undersubscribed due to lack of local match. This joint call with both funding sources will make transit funds more flexible and accessible for the local communities

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## FTA-5310 Eligible Applicants

In general:

- ▶ Within the Denver-Aurora large urban area
- ▶ Does not have to be open door - higher priority will be given to the applicants that serve a wider population

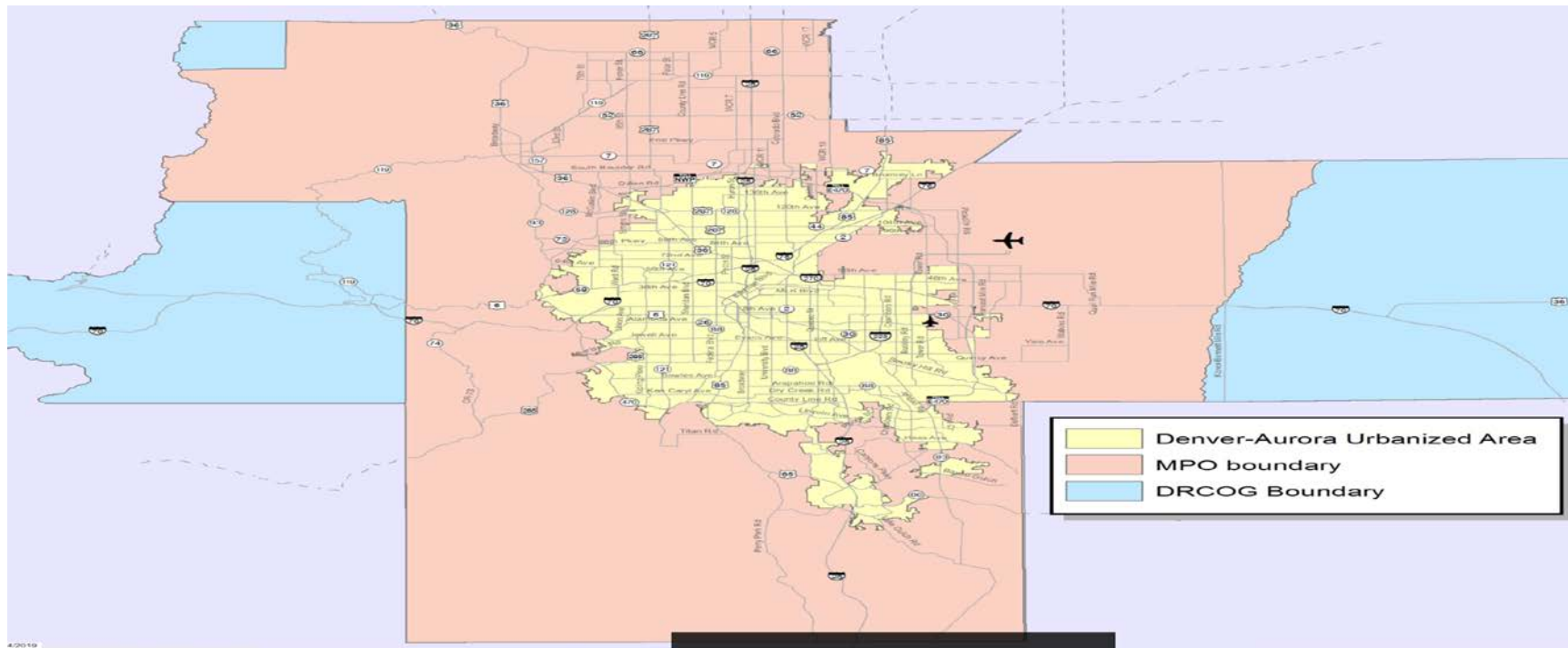
For 55% of Traditional 5310 projects (Capital and Mobility Management projects):

- ▶ Private nonprofit organizations
- ▶ Public entities are eligible if
  - ▶ (a) the public entity has been named by the State (CDOT) as the coordinating body for specialized transportation in their area; or
  - ▶ (b) the public entity certifies there is no available private nonprofit agency providing service.

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## DRCOG TIP HST Set Aside funds Eligible Applicants

- ▶ Applicants who operate or contract for open door demand response or fix route service **within the DRCOG MPO boundaries**.
- ▶ Non profit organizations who engage in eligible mobility management activities.



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## Eligible Projects In General

- ▶ The proposed project for both funding sources **must be consistent with the DRCOG Human Service Transportation Coordination Plan** (Appendix 6 of the DRCOG 2040 Metro Vision Regional Transportation Plan and the DRCOG AAA Four Year Plan or your local AAA's most recent aging plan (Boulder and Weld Counties)).
- ▶ Projects for FTA-5310 must be **targeted toward** meeting the transportation needs of seniors and individuals with disabilities, although they may be used by the general public on an incidental basis. It is **not sufficient** that seniors and individuals with disabilities are included (or assumed to be included) among the people who will benefit from the project.
- ▶ For HST-FASTER Set Aside funds, eligible projects include operating assistance, rolling stock (vehicle replacement and expansion), and mobility management, or as local match to FTA-5310 projects.

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## Capital Project Applications

1. **Revenue Service Vehicle Application** - a revenue service vehicle is rolling stock (e.g., buses, vans) used in providing transit service for passengers
  - a. Replacement vehicle(s)
  - b. Expansion vehicle(s)
2. **Facility/Other Capital Project Application**
  - a. Equipment
  - b. Vehicle rebuilds
  - c. Service vehicles
  - d. Design/Engineering/Environmental studies
  - e. Facilities

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## Capital Project Evaluation Criteria (by project type)

1. Replacement Vehicles: SGR=State of Good Repair
  - a. Metric 1: Age, miles, use, readiness (and how replacement is prioritized in agency/group Asset Management Plan)
  - b. Metric 2: Preventative Maintenance, documented, formal programs and those who follow a capital replacement plan
2. Expansion Vehicles (not intended for existing services)
  - a. Metric 1: Demonstrate Need & Readiness with documented ridership, needs study, community support, effective business case to demonstrate readiness to implement
  - b. Metric 2: Special Considerations for low or no spare ratios, capital replacement or asset management plan; demonstration of excessive maintenance expenses or 'lemon' conditions; strong institutional commitment, higher local match ratio

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## Capital Project Evaluation Criteria (by project type) (cont'd)

3. Facility/Design/Equipment/Other Capital:
  - a. **Metric 1: Readiness & Demonstrated Timetable:** 'shovel ready' (NEPA clearance finalized, 30% design complete, location purchased), final phase of a project
  - b. **Metric 2: Purpose, Cost Savings, Efficiency:** high degree of local & regional support; well developed business case; supports or provides significant benefits to transit utilization or operations
  - c. **Metric 3: Special Considerations:** project developed in partnership with local community (financial capacity & capability to sustain service over time). For facility expansion, show program growth and need for facility

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## CDOT ADA BOC and Van Price Agreements

- ▶ CDOT encourages grant applicants to make their vehicle purchases from the DTR ADA BOC and Van Price Agreements
  - FTA & State compliant
  - Easier, Quicker
  - 100+ optional vehicle customization
  - Various total bus costs
  - Warranty provisions
  - RAE Consultants, Inc. - firm hired to assist BOC purchases
  - Davey Coach, Inc. - vendor to assist with Van purchases

Documented Quote: process is available but it is cumbersome and time consuming (ICE, vendor & mfg certifications...)



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## CDOT ADA BOC and Van Price Agreement Scopes

- ▶ Four Cutaway Groups with 3 Vendors & 17 Vehicle Types!
  - Light Duty
  - Medium Duty
  - Low Floor
  - Alternative Fuels
- ▶ Two Van Mfgs
  - Ford
  - Dodge
- ▶ Base Vehicle Pricing
  - Includes Complete Vehicle
- ▶ Wide Array of Vehicle Options including additional Warranty



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## CDOT ADA BOC and Van Price Agreement (cont'd)

- ▶ To order off Price Agreement applicants must:
  - Plan Ahead!
  - Pre-Order Now - pre-order form needs to be attached to the application as the Independent Cost Estimate (ICE)  
Van - Davey Coach, Inc  
BOC - RAE, Inc (contracting services for 2020 vehicles)
  - Order Carries You Through Process
  - 12 Month Fixed Pricing
  - Order Process Timeline: 1-2 Weeks
    - Finalized Order
    - Finalized Floorplan

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## Operating Applications and Eligibilities

- ▶ **Operating Application:**
  - ▶ FTA-5310 Operating
  - ▶ DRCOG HST-FASTER Set Aside Operating
- ▶ **Eligible Operating Expenses:**
  - ▶ Those costs necessary to operate, maintain, and manage a transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.

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## Mobility Management Applications and Eligibilities

### ▶ Mobility Management Application:

- ▶ FTA-5310 Mobility Management (for HST-FASTER as local match please see slide 24-25)

### ▶ Eligible Mobility Management Activities:

- ▶ Operating a transportation brokerage to coordinate service providers.
- ▶ Providing information and referral services and/or resources.
- ▶ Operating one call-one click systems and/or call centers.
- ▶ Supporting local partnerships that coordinate transportation services, such as Regional Coordinating Council (RCC)/Local Coordinating Council (LCC).
- ▶ Staffing for the development and implementation of coordination plans.
- ▶ Providing travel training and trip planning activities.

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## Operating and Mobility Management Project Evaluation Criteria

1. Financial Need (30%)
2. Service justification (30%)
3. Coordination/Effectiveness (40%) - This is the extent to which an applicant demonstrates that it has coordinated with other organizations to promote the service and reduce service duplication, overlapping service areas, and conflicts.

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## Local Match and In Kind

All projects funded through these programs are required to have a sufficient local match.

- ▶ For Capital and Mobility Management projects, 20% local match required
- ▶ For Operating projects, 50% local match required

Local match may consist of any **non-DOT federal funds**, such as Medicaid, Older American's Act funding, or other funds that may be used for transportation; local tax revenues; local general operating funds; donations; or in-kind goods and services.

**In Kind** goods and services may be used for up to 50% of the local match:

- ▶ **Third Party** contribution
- ▶ The goods and services **must have direct relevance** to the project.
- ▶ Valued at the same **fair market value**
- ▶ **In Kind match must be well documented and approved by CDOT prior to any contract being issued.**

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## Using DRCOG HST-FASTER funds as Local Match

If applicants wish to use the DRCOG HST-FASTER funding as local match to their FTA-5310 Capital, Operating or Mobility Management applications, they **do not** need to fill out a second application but to justify the financial needs of DRCOG HST-FASTER assistance.

- ▶ For Capital applications, please justify that by answering the question of why the second grant is needed.
- ▶ For Operating and Mobility Management applications, please justify it by attaching a narrative description word document in the attachment section describing why the second grant is needed.



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## Using DRCOG HST-FASTER funds as Local Match (cont'd)

Also indicate the amount of HST-FASTER funds requested as local match in the Local Funding table in the application

**Local Funding**

Please identify the source and amount of secured matching funds you plan on using for this project. Do not include FTA grant or program income (fares). Your total local funding amount needs to equal or exceed the local match amount listed above in the budget. Please upload documentation or letters of commitment for funds coming from a third party. Please note that projects using 5310 Purchased Transit Services requires a 20% local match, while 5311 Purchased Transit Services requires a 50% local match.

[+ New Local Funding Details](#) [Edit All](#)

Action	* Source of Funds	* Local Match Amount	* Status
	County General Funds	\$40,000	Approved
	<b>DRCOG HST-FASTER</b>	<b>\$160,000</b>	

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Questions?



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## Contacts

- ▶ For Capital Application and CDOT Price Agreement, please contact: Jane Hickey at [jane.hickey@state.co.us](mailto:jane.hickey@state.co.us) or 303-757-9237
- ▶ For Operating or Mobility Management Application, please contact: Kim Phi at [kim.phi@state.co.us](mailto:kim.phi@state.co.us) or 303-512-4055
- ▶ For general questions regarding NOFA, please contact:  
Matthew Helfant (DRCOG) at [MHelfant@drcog.org](mailto:MHelfant@drcog.org) or 303-480-6731  
or  
Qing Lin (CDOT) at [qing.lin@state.co.us](mailto:qing.lin@state.co.us) or 303-757-9973
- ▶ For COTRAMS questions, please contact:  
Audrey Dakan at [audrey.dakan@state.co.us](mailto:audrey.dakan@state.co.us) or 303-757-9771

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**Thank you!**

Wish you success on your applications!

