



2024 Consolidated Call for Capital Projects (CCCP)

March 15, 2024



Training Agenda

- General Information
- Definitions
- Transit Funding Program and Total Available Funding
- Local Match
- Financial Capacity
- Application Types and Project Selection Methodology
- DTR Price Agreements and Vehicle Procurements
- CTE Program and Settlement Program
- Schedule
- Tips for Preparing Your Applications
- Questions





Poll

How many years have you been in transit?

How savvy are you with COTRAMS?





Division of Transit and Rail at CDOT

About

The Division of Transit & Rail (DTR) was created in 2009 via state legislation and is responsible for the planning, developing, operating, and integrating transit and rail into the statewide transportation system. The creation of the Division of Transit & Rail is consistent with CDOT's mission of "providing the best multimodal transportation system for Colorado that most effectively and safely moves people, goods and information."

What We Do

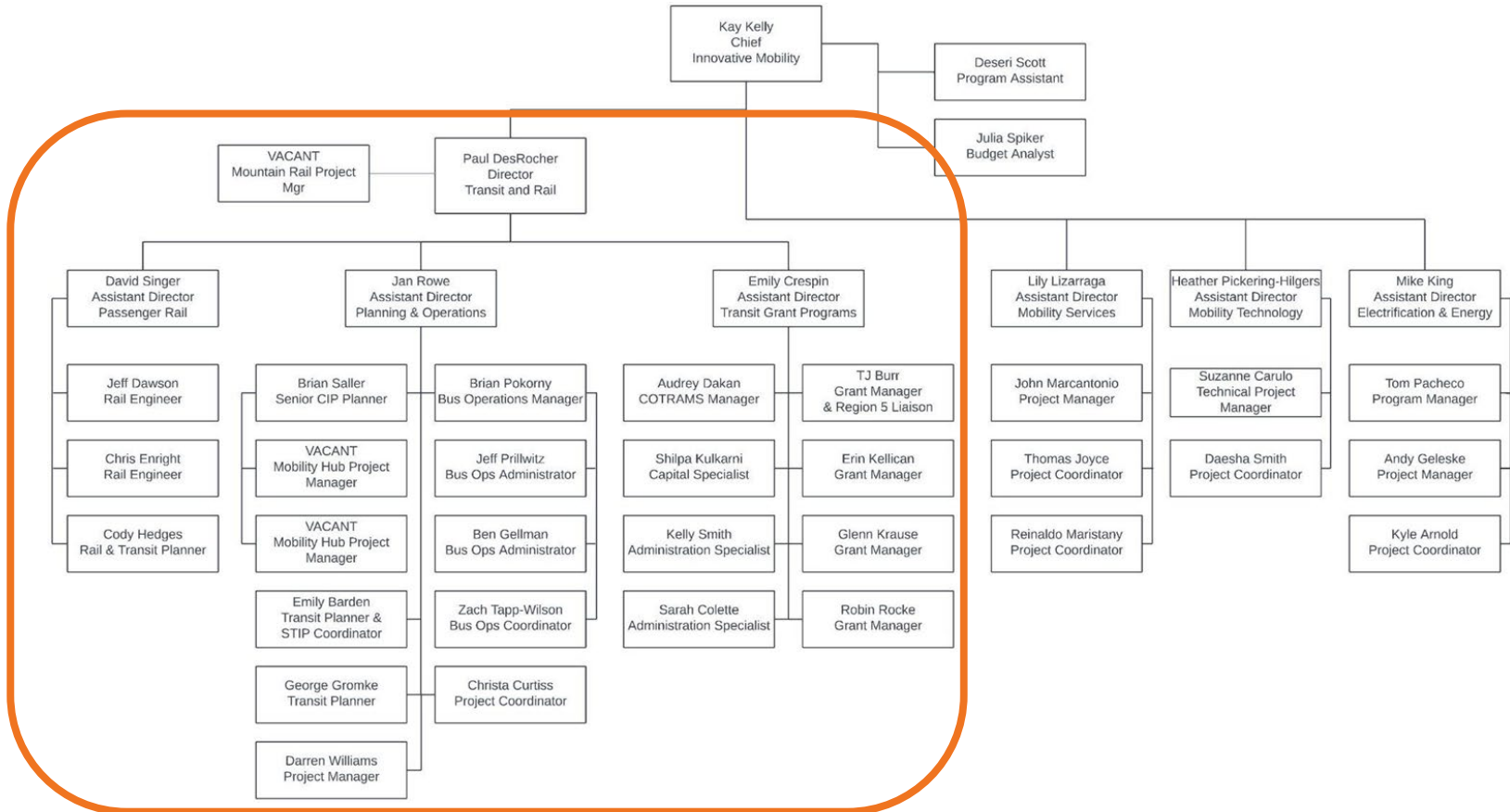
DTR works with other transit and rail providers to plan, promote, and implement investments in transit and rail services statewide.

Primary functions :

- Planning and Infrastructure
- Grant administration, management and support
- Bus Operations



DTR Organization Chart





Major Transit Governing Bodies/Committees/Organizations

- DTR = Division of Transit and Rail at CDOT
- DTD = Division of Transportation Development at CDOT
- TC = Colorado Transportation Commission
- FTA = Federal Transit Administration
- FHWA = Federal Highway Administration
- COG = council of governments (a voluntary association of local governments)
- CASTA = Colorado Association of Transit Agencies
- DRCOG (pronounced “Doctor COG”) = Denver Regional Council of Governments
- STAC = Statewide Transportation Advisory Committee
- TRAC = Transit and Rail Advisory Committee (DTR’s)
- RTA = Regional Transportation Authority





Poll: favorite acronym

What is your favorite acronym?





Major Definitions

Capital transit asset: Rolling stock, facility, infrastructure, or equipment with a useful life of at least one year, and which is eligible for capital assistance.

COTRAMS: The Colorado Transit and Rail Awards Management System (aka COTRAMS) is DTR's cloud-based grant management system. It is designed to be the hub where transit agencies come to do business with DTR.

Open Door Public Transportation: Services that are open to any member of the public, in the case of public transportation programs, as opposed to services that are limited to a particular sub-group of the general population.

Closed Door Service: Transit service that is limited to a particular clientele, such as the participants in a particular program or the residents of a particular facility, as opposed to being offered to the public at large or to any senior or person with a disability.

Revenue service vehicle: Rolling stock used in the provision of transit service to passengers.

Replacement vehicle: Rolling stock acquired to replace existing rolling stock, where the existing rolling stock is replaced and removed from the agency's revenue service fleet, or is converted to a spare vehicle.



Definitions: Vehicles

Spare Vehicle: A rolling stock vehicle that is not normally used in regular revenue service, but, rather, is used as a backup vehicle for those instances when full time vehicles must be removed from regular revenue service for repairs or servicing.

Expansion vehicle: Rolling stock acquired to add to the agency's existing revenue service fleet, where the acquired rolling stock expands the agency's fleet and/or service.

Support Vehicle (Non-Revenue Service Vehicle): A vehicle operated by a transit agency for a purpose other than passenger revenue services, such as a staff car or a maintenance response truck.

Minimum Useful Life (MUL): The minimum number of years or miles transit vehicles must be in service before they can be retired, determined by years or miles accumulated in active revenue service. This point assumes that most vehicles still have additional years of useful and cost-effective services but that most of the asset's value has been consumed.

Vehicle or Rolling Stock Overhaul: Systematic replacement or upgrade of systems whose useful life is less than the useful life of the entire vehicle. Overhaul is an eligible capital expense and is performed as a planned preventive maintenance activity. Overhaul is intended to enable the rolling stock to perform to the end of the original useful life. Overhaul does not extend the useful life of rolling stock. For rolling stock to be overhauled, it must have accumulated at least 40 percent of its useful life.



CTE/Settlement: Major Definitions

Incremental Cost: The difference between the cost of a zero-emission vehicle and an equivalent vehicle not powered by an alternative fuel of like size, capacity, and class – as related to the incentive formulas used by the Settlement and CTE Programs.

Equivalent Vehicle: For the purpose of the Settlement program, a diesel-fueled bus of like size, capacity, and class to the qualifying vehicle identified for replacement, the cost of which is used to calculate the incremental cost.

Zero-Emission rolling stock: For the purpose of the Settlement Program and the CTE Programs, this includes vehicles fueled by electric battery, hydrogen fuel cell, and - in certain cases - compressed natural gas (CNG) from renewable sources, i.e. Renewable Natural Gas (RNG).

Zero-Emission Vehicle (ZEV): A vehicle that produces no *tailpipe* emissions, such as a battery electric vehicle or hydrogen fuel cell vehicle. For the purposes of the Settlement Program and CTE Programs, compressed natural gas (CNG) vehicles fueled exclusively with renewable natural gas (RNG) are *sometimes* eligible under certain specific conditions.



Population Categories

UZA (Urbanized Area)

Area with a population over 50,000

Large UZA

Area with a population over 200,000

Colorado has Three are Large UZAs

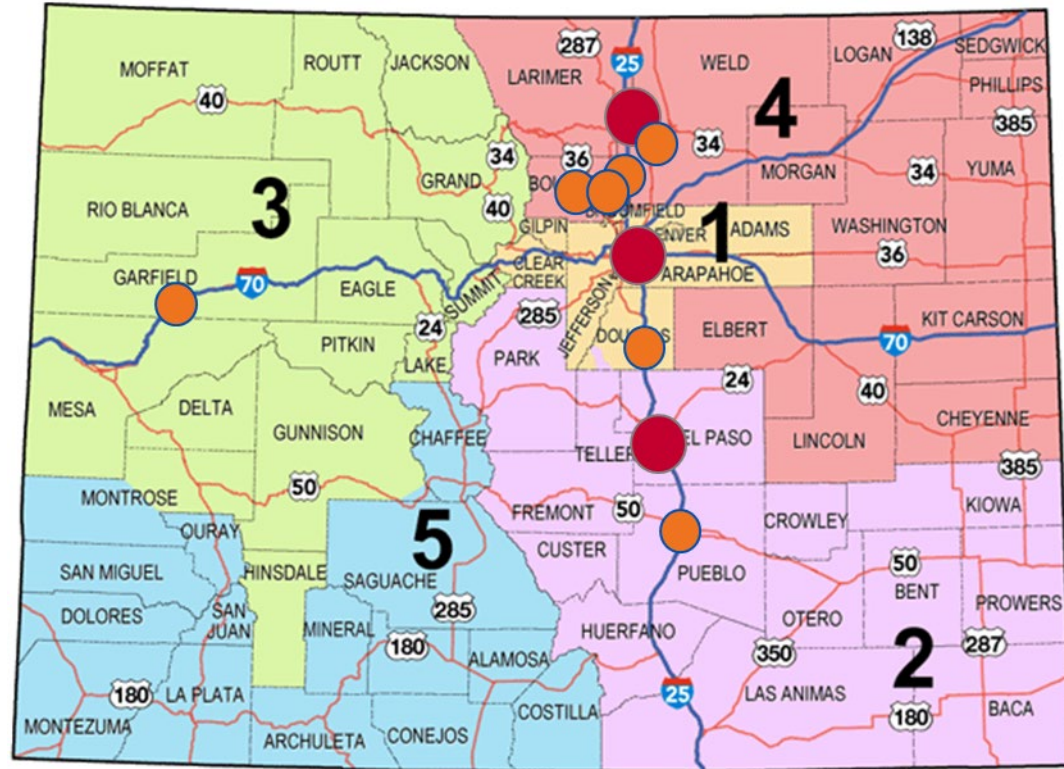
Small UZA

Area with a population between 50,000 and 200,000

Colorado has Six are Small UZA

Rural area (also called non-urbanized)

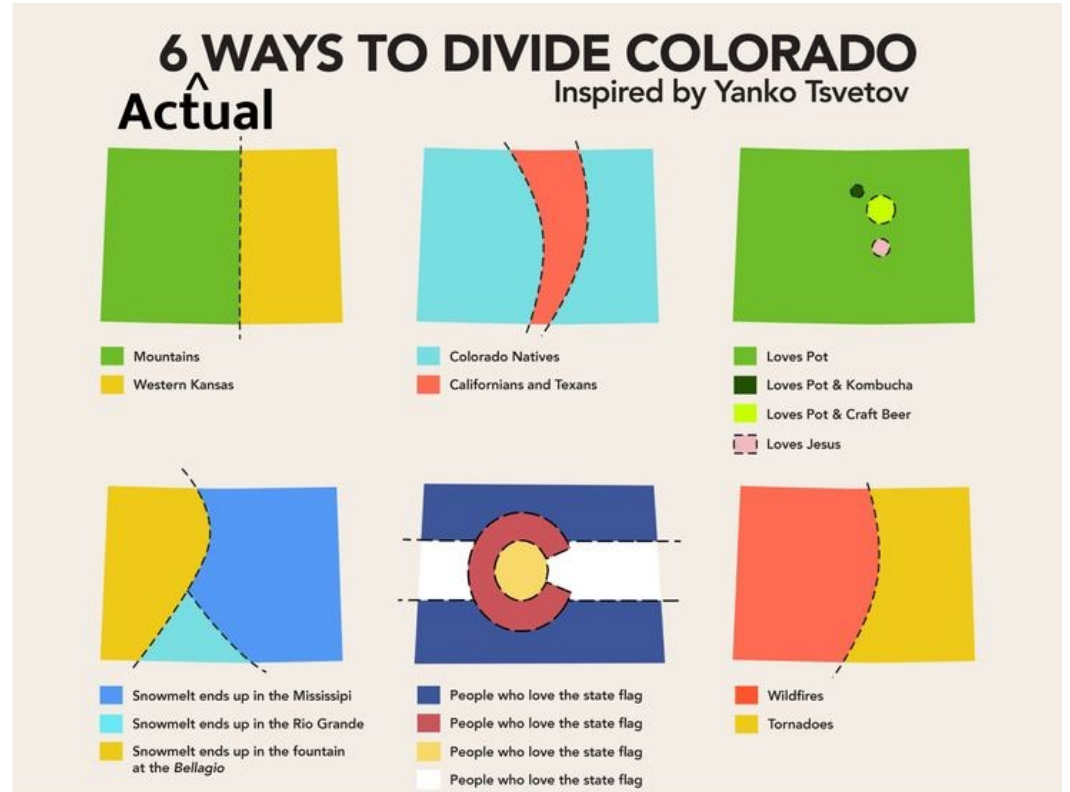
area with a population under 50,000





Poll

By CDOT Region, what is your favorite part of the state?





Primary Types of transit passenger service

Ways of delivering service:

- Curb-to-curb
- Door-to-door service
- Door-through-door service



Ridership service options

Open door service

Closed door service





Primary types of transit operations

- Fixed route, fixed schedule public transportation
- ADA complementary paratransit
- Demand response





2024 NOFA

- NOFA for Consolidated Call for Capital Projects (CCCP) was issued on March 4th, 2024
- Application due date May 3rd, 2024
- Primary Contacts

Name	Title	Type of Question	Email
Paul DesRocher	DTR Director		paul.desrocher@state.co.us
Shilpa Kulkarni	Transit Capital Specialist	All Capital project related questions	shilpa.kulkarni@state.co.us
Audrey Dakan	Transit Asset & COTRAMS Manager	COTRAMS related questions	audrey.dakan@state.co.us
Mike King	Asst. Director of Electrification & Energy	CTE & Settlement related questions	michael.king@state.co.us
Jun Arcilla	DBE Program Manager	DBE Program related questions	jun.arcilla@state.co.us
Ann Beauvais	CDOT Contractor - DTR Vehicle Master Price Agreements	All vehicle type funding and procurement related questions	ann@raeconsultants.com



Funding

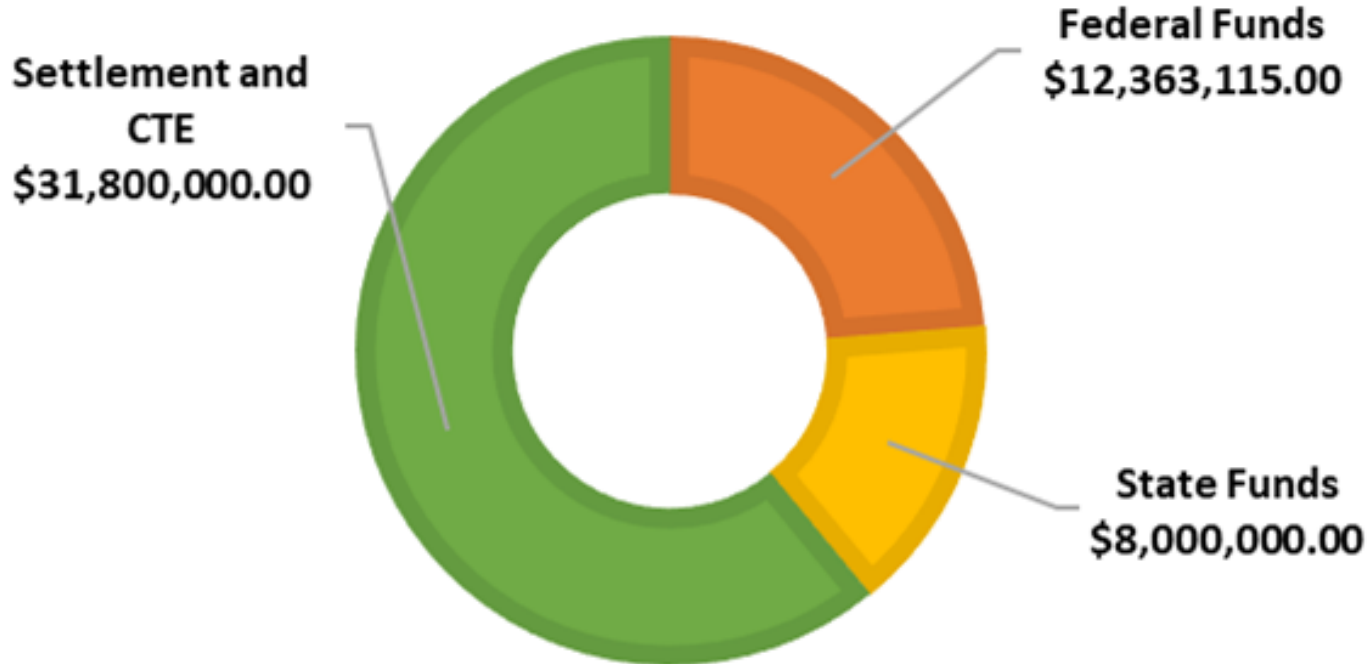
A close-up photograph of Tom Cruise from the movie 'Top Gun' is shown. He is wearing a white pilot's uniform and is shouting into a mobile phone. His mouth is wide open, and his expression is one of intense anger or frustration. A white speech bubble is overlaid on the bottom left of the image, containing the text 'SHOW ME THE MONEY!'.

**SHOW ME
THE MONEY!**



Funding

■ Federal Funds ■ State Funds ■ Settlement and CTE





Available Federal Funding

Funding Program	Amount Available*
FTA 5339: Formula Program: Bus and Bus Facilities Rural (all areas outside of urban areas)	\$3,925,000.00
FTA 5339: Formula Program: Bus and Bus Facilities Small Urban (Boulder, Castle Rock, Grand Junction, Greeley, Longmont, Lafayette/Louisville/Erie, and Pueblo SUZAs)	\$1,300,000.00
FTA 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program Rural (all areas outside of urban areas)	\$111,115.00
FTA 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program Small Urban (Boulder, Castle Rock, Grand Junction, Greeley, Longmont, Lafayette/Louisville/Erie, and Pueblo SUZAs)	\$457,000.00
FTA 5311: Formula Grants for Rural Areas Program (all areas outside of urban areas)	\$6,570,000.00
FASTER Transit funds (Rural Assistance - Fleet)	\$4,100,000.00
FASTER (Urban Set Aside Capital Fleet)	\$3,900,000.00
Settlement Program funds	\$16,800,000.00
CTE Grant Fund	\$15,500,000.00
TOTAL	\$52,663,115.00



Funding Program

FTA 5339 Program: Bus and Bus Facilities program

- Formula program for capital projects only,
- For public transportation systems
- CDOT manages 5339 capital funds only for rural and small urbanized areas.

FTA 5310 Program: Enhanced Mobility of Seniors & Individuals with Disabilities

- Capital and operating assistance to serve seniors and persons with disabilities
- DTR only administers funds for rural and small urbanized areas

FTA 5311 Program: Formula Grants for Rural Areas

- FTA Section 5311 is a formula program
- Capital, planning, and operating (including admin) assistance
- Public transportation in rural areas with populations less than 50,000.

FASTER Transit funds (Rural Assistance - Fleet)

Funding for public transportation and open door specialized transportation in rural and urban areas.

FASTER (Urban Set Aside Capital Fleet)





Settlement Program

The Settlement Program was established as a result of the national Volkswagen Settlement designed to offset the impacts of a diesel emissions cheating scandal. In Colorado, a portion of the funds received by the state are available to fund the direct replacement of pre-2009 Class 4-8 conventionally powered transit vehicles with new zero-emission transit vehicles - specifically battery electric, hydrogen fuel cell, or compressed natural gas (CNG) vehicles fueled by renewable natural gas (RNG). Funds may also be awarded for the purchase and installation of charging infrastructure necessary to support awarded ZEVs.

There are \$16.8 million available in Settlement funds and this will be the **last year that they are available**.

Clean Transit Enterprise (CTE) Programs

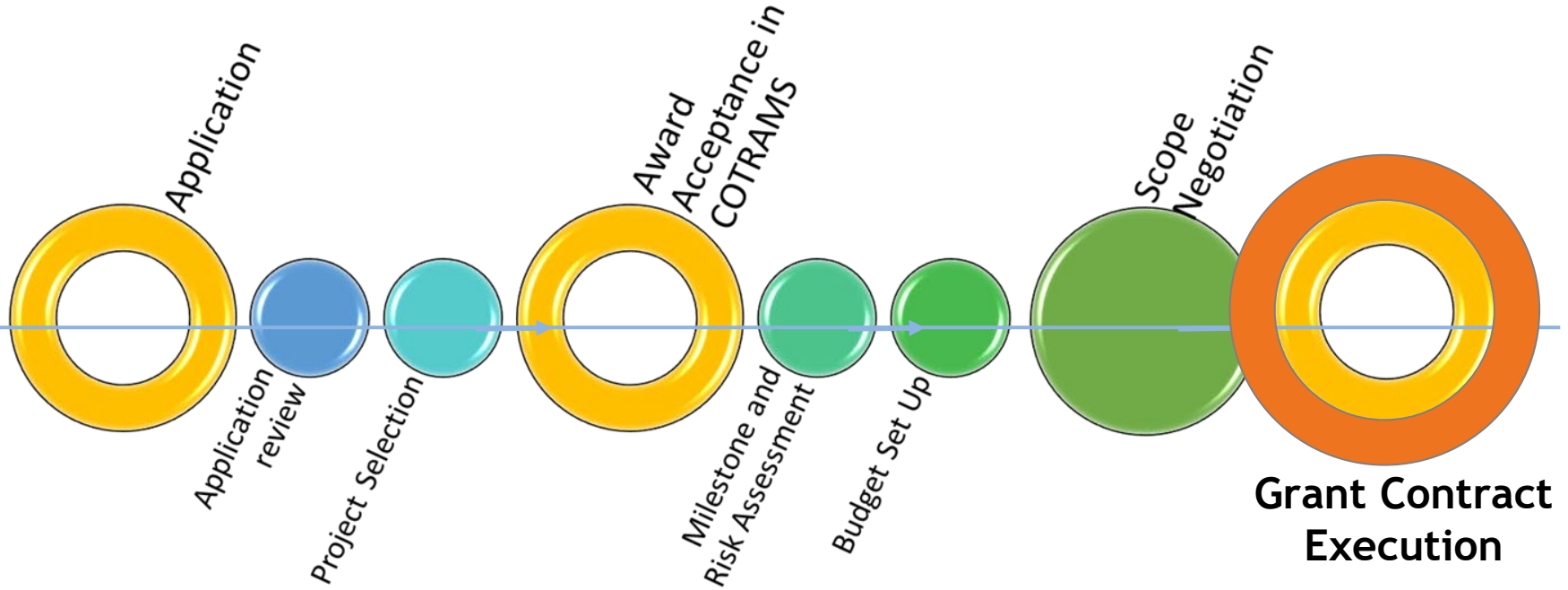
The Clean Transit Enterprise (CTE) Vehicle Program funds the purchase or acquisition of zero-emission transit vehicles (including battery electric or hydrogen fuel cell), the CTE Infrastructure Program supports the purchase and installation of charging and/or fueling infrastructure to support transit ZEVs, and the CTE Facilities Program supports the modification or upgrade of existing transit facilities to make them safe and suitable for ZEV deployments.

There are \$15 million available in CTE Program funds and this is the **first year that they are available**.





Process





Financial Capacity

Federal, state, Settlement Program and CTE Program funds are awarded on a reimbursement basis; that is, the subrecipient **must incur the project costs upfront** and submit sufficient evidence of those project costs to DTR for reimbursement.

The subrecipient must have the financial ability and cash flow to incur those costs upfront and wait for reimbursement from CDOT.



Capital Application

A. Revenue Service Vehicle

1. Replacement Vehicle
2. Expansion



B. Other Capital

Support vehicles

Facilities, infrastructure

Engineering and environmental studies, design projects

Vehicle overhauls, vehicle rehabs and rebuilds,

And support (non-revenue service) vehicle purchases.





Evaluation Criteria

Replacement of Revenue Vehicles

Metric 1: State of Good Repair (SGR): Age, Mileage, Usage, and Readiness, including how the vehicle's replacement is projected and prioritized within the applicant's transit asset management plan. Vehicles will be evaluated under one of the following scenarios.

Scenario 1: Vehicles meeting FTA and CDOT minimum useful life

Scenario 2: Vehicles meeting alternative usefulness.

Scenario 3: Vehicles that do not meet MUL but are justifiable for other special considerations.

Metric 2: Higher scoring will be awarded to applicants that can demonstrate a good SGR through effective, documented, formal preventative maintenance programs or transit asset management programs, and to those that have and follow a capital replacement plan.

Expansion of Revenue Vehicles

Metric 1: Demonstrated Need and Readiness: Higher priority will be awarded to projects that clearly demonstrate the need for the expanded service in terms of documented ridership, or needs studies and community support, which demonstrate an effective business case and can demonstrate they are truly ready to implement the expansion.

Metric 2: Special Considerations: Applicants who have a capital replacement/asset management/ZEV transition plan(s), who can show strong institutional commitment, and who can show a strong financial commitment, will be given a higher priority.



Minimum Useful Life Table

CDOT Category	Representative Vehicles	No. Seats	Approx. Weight (lbs)	Minimum Useful Life
35'-40'+ (large) heavy-duty bus and articulated bus	Most models from Gillig, MCI, NABI & New Flyer	27-40	26,000-40,000	12 years or 500,000 miles
30' (small) heavy-duty bus	Thomas Transit Liner, Bluebird Q-Bus	26-35	26,000-33,000	10 years or 350,000 miles
25'-35' (medium) medium-duty body on chassis (BOC) vehicle and purpose-built bus	Champion Defender, Arboc Spirit of Liberty, Goshen G-Force	17-30	16,000-26,000	7 years or 200,000 miles
25'-35' (medium) light-duty BOC vehicle	Champion Challenger, Arboc Spirit of Mobility	10-25	10,000-16,000	5 years or 150,000 miles
30' or less light-duty vehicle (van, automobile) and 25' or less BOC vehicle	Vans, minivans, SUVs, sedans, StarTrans Candidate II, Champion Crusader	3-19	6,000-14,000	4 years or 100,000 miles
Vehicle Rebuild: A recondition near the end of useful life that results in additional useful life.				Minimum extension of 4 years



DTR Price Agreements

Applicants are required to use 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



Transit Vehicle Master Price

Transit Vehicle Master Price Agreement(MPA) and Potential Electric Vehicle Offerings

RAE Consultants, Inc.
March 15, 2024



Transit Vehicle MPA Scope

- Menu Style
 - Three ADA Body on Chassis (BOC)/Cutaway Groups
 - Light Duty
 - Medium Duty
 - Alternative Fuels (CNG/LPG)
 - One ADA Van Group
 - Standard Van
 - Base Vehicle Pricing
 - Includes Complete Vehicle
 - Wide Array of Optional Vehicle Features



Transit Vehicle MPA Scope : Dealers

- Two Dealers
 - Davey Coach Sales (BOC and Van)
 - Master's Transportation (Van Only)
- Five Bus Manufacturers/Van Upfitters
 - Champion Bus (BOC - Davey Coach Sales)
 - Driverge (Van - Davey Coach Sales)
 - Elkhart Coach (BOC - Davey Coach Sales)
 - Master's Specialty Vehicles
 - (Van - Master's Transportation)
 - MobilityTrans (Van - Davey Coach Sales)



CDOT Expectations

- Applicants and Current/Awarded Grant Contract Subrecipients
 - Utilize Price Agreements When Possible
 - Work with RAE on Procurement
- RAE Consultants
 - Contract Administrator
 - First and Main Point of Contact
 - Order Oversight
 - Vehicle Inspections
 - Final Delivery Paperwork/Process



Application/Pre-Order Process

- ❖ Develop Cost Estimate for Grant Application
 - ❖ Review available vehicles and/or contact RAE to determine best match for service needs
 - ❖ Conference with RAE and Dealer to select options and quote price
 - ❖ **RAE provides copy of draft order form as Cost Estimate**
 - ❖ Purchaser applies for funding
 - ❖ Set up meeting by March 15, cost estimates provided in April



Vehicle Order Process

1. Grant Funding Agreement executed with CDOT first
2. PCR form created by subrecipient
 - ❖ In COTRAMS
 - ❖ **RAE provides instructions/attachments**
 - ❖ Includes State MPA as choice
 - ❖ **Must have RAE developed ICE attached prior to submission**
 - ❖ PCR approved by CDOT
 - ❖ RAE notified / provided copy



Vehicle Order Process : Order Form

3. Order / Purchase Order Form finalized
 1. **RAE provides previous Cost Estimate (order form drafted at time of application) for review**
 2. Review vehicle features
 3. Review for correct floorplan
 4. Review for correct price
 5. Notify RAE of any changes/edits
 6. Notify RAE of final “verbal” approval



Vehicle Order Process : Finalized Order

4. Finalized Order / Purchase Order Form approval
 - ❖ Requires formal signature
 - ❖ RAE uses DocuSign
 - ❖ Subrecipient/Purchaser provides final invoice/title information
 - ❖ Subrecipient/Purchaser signs all forms
 - ❖ Dealer countersigns



Vehicle Order Process :PA form

5. PA form created by subrecipient
 - ❖ In COTRAMS
 - ❖ **RAE provides instructions/attachments**
 - ❖ Signed final PO Form
 - ❖ Pre-Award Audit
 - ❖ PA approved by CDOT
 - ❖ RAE notified / provided copy



RAE Quality Control : Order Process

- Order Process Oversight
 - Specifications, Options, Quote
 - Floorplan, Weight, Build Sheet
 - Delivery Timeframe

- Quality Assurance
 - Initial Manufacturer Inspection
 - Build Sheet Review
 - In-Plant Inspection of Orders
 - Dealer Vehicle Inspection
 - Purchaser Location Inspection



RAE Quality Control : CDOT & FTA Required Paperwork

- CDOT & FTA Required Paperwork
 - PCR / PA Forms
 - FTA Pre-Award Audit
 - Notice of Acceptance Forms
 - Security Agreement
 - Reimbursement Request
 - FTA Post-Delivery Audit
 - Title Documents
- **RAE provides instructions and documents at each stage to help subrecipients be FTA/CDOT compliant**



Non-MPA Vehicle Applications

- What about?
 - ADA Accessible Minivans
 - Electric BOC/Cutaway
 - E-Transit Vans
 - Heavy Duty Buses
- RAE has available FTA/State compliant procurement recommendations and pricing available to assist with your application



Meet Our Vendors!

- Davey Coach Sales
 - Comer Hobbs

- Master's Transportation
 - Andrew Shier



Davey Coach Sales

- Location: Sedalia, CO
- Vehicle Types on MPA
- Service Offerings
- Davey's Work on Electric BOCs and Vans



Master's Transportation

- Location: Aurora, CO
- Vehicle Types on MPA
- Service Offerings



Contact Information

- Ann Beauvais
 - ann@raeconsultants.com
 - 719-447-7623



Other Capital

- Equipment
- Support Vehicle(s)
- Vehicle (Rolling Stock) Overhaul (f/k/a Refurbishment)
- Other capital projects, except revenue service vehicles
- Construction, D/E & Planning:

Transit stations, transfer facilities,
bus storage, maintenance facilities, other transit facilities;
multimodal facilities;
park-and-ride
facility improvements; and multimodal connections to major transit stations



For D/E of facilities to be constructed, a Title VI equity analysis or Environmental Justice analysis (through the NEPA process), regarding the impacts of determining the site or location of the facility on minority and low-income persons must be conducted, and should be done during the planning stage for any type of building construction (vertical construction), including, but not limited to, vehicle storage facilities, maintenance facilities, and operation centers.



Evaluation Criteria: Other Capital Applications

Metric 1: Demonstrated Readiness

- **Construction:** “Shovel ready” – completed NEPA clearance, D/E, property acquisition
- Ready to proceed with purchase/RFP upon award
- Record of completion of past or existing projects

• Metric 2: Project Purpose, Cost Savings, and Efficiency

- High degree of local and regional support
- Well-developed and defensible business case
- Supports or provides significant benefits to transit utilization or operations

• Metric 3: Special Considerations

- **Construction & D/E:** Demonstrated need for the facility and growth in program it supports
- Developed in partnership with the local community
- Demonstrated funding, financial capacity, and capability to sustain the service/project over time





Settlement & CTE Programs

Both the Settlement Program and the new Clean Transit Enterprise (CTE) programs are designed to support the deployment of zero-emission vehicles

- both programs calculate vehicle awards based on the incremental cost - i.e. the difference between a “conventional” replacement vehicle and a more-expensive ZEV, and seek to reduce/eliminate it
- the programs are very similar but some requirements differ - for example Settlement requires the scrapping a pre-2009 vehicle, while CTE doesn't
- applicants should apply for a specific ZEV-related project, rather than targeting a specific funding program, and CDOT staff will award the most appropriate funding based on eligibility and available funds
- Settlement and CTE funding can potentially be combined with other state or local awards to make a vehicle project whole
- Applications for Infrastructure and Facilities grants can be combined with Vehicle applications or stand-alone, depending on the need





Evaluation Criteria : Settlement and CTE Applications

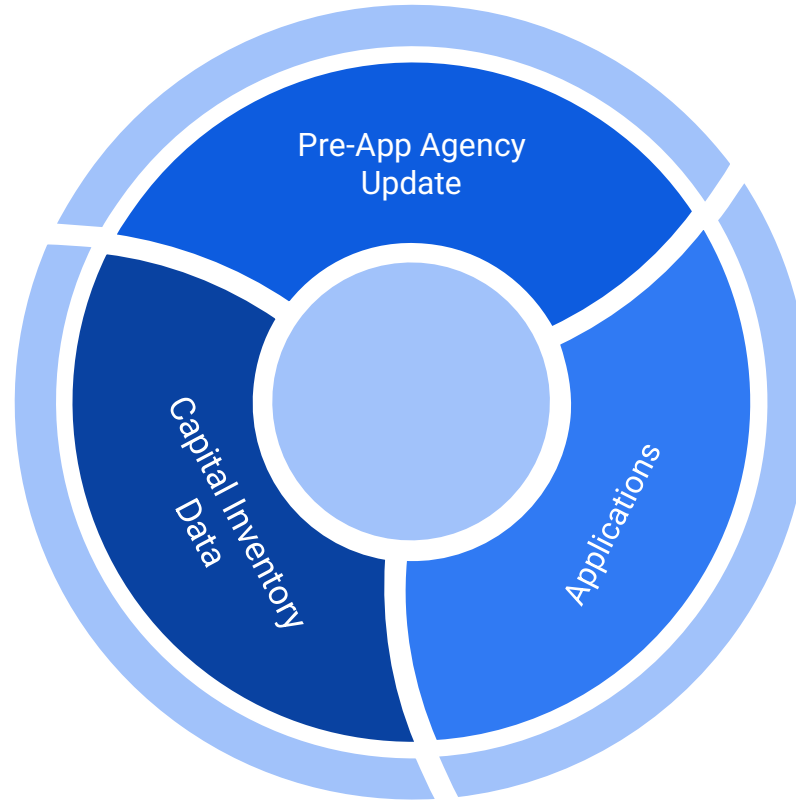


Settlement Program and Clean Transit Enterprise (CTE) program applications will be reviewed by a committee made up of staff from CDOT DTR, CDOT Office of Innovative Mobility, the Colorado Energy Office, the Colorado Department of Public Health & Environment, CASTA, the National Renewable Energy Lab, and other relevant SMEs. Scoring criteria focus on:

- agency readiness to deploy zero-emission vehicles, including transition planning
- evidence of collaboration and alignment with electric utilities and/or fuel providers
- anticipated benefits of ZEV transition to riders, agency staff, disproportionately impacted communities, and the state
- planning and mitigation of project risks



COTRAMS






COTRAMS Login

Community URL: cdotdr.mysite.com/cotrams2

- Existing users' username and password did not change
- New users will be set-up after receipt of the New Applicant Questionnaire

 **COLORADO**
Department of Transportation

Log in

[Forgot your password?](#)



COTRAMS Pre-Application

- **Pre-Application Agency Update** found here. Click the button to open the form directly.
- **Available Applications** found here. Click the link to open the Application page.

Custom Links

- [Federal Transit Admin \(FTA\)](#)
- [CDOT DTR](#)
- [Flowcharts of DTR Processes](#)
- [CDOT Civil Rights Office](#)
- [Bustang UEID / SAM.gov](#)
- [CASTA](#)
- [Super Circular Cost Principles](#)
- [COTRAMS User Manual](#)

AVAILABLE APPLICATIONS (CAPITAL)


Application Name	Record Type	Application Status	End Date
APP-041774	Vehicle Application	Draft	5/3/2024
APP-041776	Vehicle Application	Draft	5/3/2024

[View All](#)




Application View Form

- Click the **View Form** button to open the Application form.

 **COLORADO**
Department of Transportation

Audrey External

Home Agency Information Program Documents Applications Award Letters More

 Application
APP-041774

+ Follow **View Form**

Application Name APP-041774	Record Type Vehicle Application
Start Date ⓘ 3/4/2024	Application Type
End Date ⓘ 5/3/2024	Application Status Draft
Project Title Test Project Title	



Capital Inventory in COTRAMS

- Make sure to update your **Capital Inventory** - Vehicle records for any Replacement applications

VEHICLES

Capital Inventory Name	Fleet ID	VIN	Manufacturer
INV-00013167	SV-Vroom	21212121212121212	MZ - Mazda
INV-00013249	Cutty2020	ABC1234567890	Ford - NEEDS TO BE CORRECTED
INV-00013601	Panda Bear	CWD54920U34342Y	SPC - Startrans (Supreme Corporation)
INV-00014386	EV765	15GG1234567898765	GIL - Gillig Corporation
INV-00015637	AAA	12345678901234567	NFA - New Flyer of America
INV-00016484	PT-321	12345678987654321	DTD - Dodge Division - Chrysler Corporation
INV-00021456	111	11111111111111111	ELK - Elkhart Coach (Division of Forest River, Inc.)
INV-00021457	222	22222222222222222	ELK - Elkhart Coach (Division of Forest River, Inc.)
INV-00022295	NBACAA	123456789876543	SUB - Subaru of America or Fuji Heavy Industries Ltd.

[View All](#)



Capital Inventory Update

MOST IMPORTANT!

- Total Current Miles/Hours
 - Impacts your Vehicle Replacement score
- Vehicle Condition
- Vehicle Usage
- Placed Into Service (not pictured)
 - Impacts your Vehicle Replacement score
- Date Updated

Capital Inventory
INV-00021457

Agency
[Demo Bus, Inc.](#)

> Vehicle Information

> Purchase Information

▼ Current Status

Total Current Miles/Hours	14.00	Minimum Useful Life	150,000 miles / 5 Years
Vehicle Condition	Excellent	Useful Life Benchmark	
Service Area Designation	Rural	Vehicle Usage	In-service
Modes of Service		Dated Updated	3/7/2023
Type of Service			
Notes on Title			

> Title Information

> Funding Sources

> Disposal Information

Several fields added!

- Vehicle ID
- Standing Capacity
- GVWR
- NTD Data:
 - Modes of Service
 - Type of Service
 - ULB
 - Percent Capital Responsibility
 - Ownership Type
 - Funding Type



Federal/State and Local Match Percentages

Funding Program & Project Type	Federal/State Match	Local Match
FTA 5339	80%	20%
FTA 5310	80%	20%
FTA 5311	80%	20%
FASTER	80%	20%
Settlement Program	up to 110%*	0%
CTE Vehicles Program	up to 100%*	0%
CTE Infrastructure Program	80%	20%
CTE Facilities Program	50%	50%

*Match for Settlement and CTE Vehicles programs is expressed as a percentage of the *incremental cost* rather than the total vehicle cost. If both grants are combined then CDOT will cap the award at less than 100% of total project cost to ensure that local match is contributed.



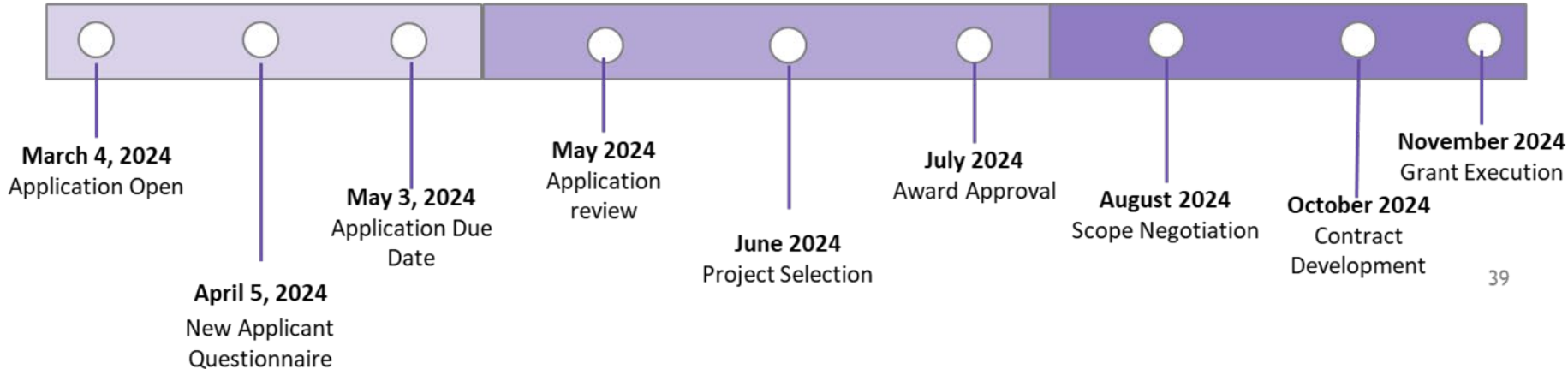
Local Match

Local match can be:

- state (non-CDOT) or local appropriations
- tax revenues
- private donations
- revenue from service contracts
- income generated from advertising and concessions—provided its use as match is not prohibited or disallowed by that funding source
- non-DOT federal funds** that are eligible to be expended for transportation



Phases and Schedule





Schedule

Phase	Date
Notice of Funding Availability	March 4th, 2024
New Applicants	April 5th, 2024
Application Due Date	May 3rd, 2024
Review, Scoring, & Selection	May-June
Award Discussion & Approval	Jul-24
Budgeting & Programming	Aug-24
Statement of Work	Aug-24
Grant Contract Development	Sep-24
Subaward/Grant Agreements	Oct-24
Grant Execution	Nov-24



Tips for Your Applications

- **Submit your Pre-Application Agency Update**
- **Update your COTRAMS Capital Inventories**
- **Submit separate applications for projects serving different service areas**
- **Contact Ann Beauvais/RAE for cost estimates for BOCs being purchased from the DTR Price Agreement**
- **Contact Ann Beauvais/RAE for cost estimates for Vans being purchased from the DTR Price Agreement**
- **Attach all supporting documentation**



Questions?





Thank You!

We wish you luck with your applications!

