

Instructions and Application Type

Instructions

IMPORTANT – PLEASE READ BEFORE STARTING THE APPLICATION.

This application is only intended for applicants wishing to receive the following funding:

1. [FTA 5310 Operating for Specialized Transportation in the Denver-Aurora Large Urbanized Area \(urbanized areas having a population greater than 200,000\)](#): This funding is for agencies who operate specialized transit service (for seniors and persons with disabilities) ([FTA 5310 Fact Sheet](#)). For funding requests for mobility management projects, please use the 2020 CDOT/DRCOG Mobility Management Application.
2. [DRCOG HST-FASTER Set Aside Operating Projects in the DRCOG MPO boundaries](#): This funding is for agencies who operate or purchase transit service that focuses on populations beyond seniors and persons with disabilities, to also include veterans, low-income persons, minorities, and other vulnerable populations.

You will need to fill out a separate application for each category listed above.

Please contact **Kim Phi** at **(303) 512-4055** or kim.phi@state.co.us with any questions about this application.

Agency and Application Name

Agency: [Via Mobility Services](#)

Application 2.0 Name: A2.0-0002156

Agency Information Requirement

Before applying, applicants are required to update their COTRAMS Agency Information. In particular, FTA Title VI requires agencies to provide passenger information, including demographic information for your service area. You will not be allowed to submit an application without this information being current. Many questions in the application will contain answers pulled directly from the Agency Information modules. It is important to verify that all of your Agency Information details are correct so that the application is as accurate as possible.

My COTRAMS Agency Information is correct and up-to-date. : Yes

Application Type

Application Type: DRCOG HST-FASTER set aside for operating

Applicant Information

Agency Information

The following fields in the Agency Information section are auto-populated from the Agency Information module. Please verify the information below is correct. If any of the information is incorrect, please exit the application and go to the Agency Information module in COTRAMS to update or add information.

Organization Legal Name [Via Mobility](#)
Defined by DUNS: : [Services](#)

Agency DUNS Number: 121257919

What is your SAM expiration date? : 2/20/2020

Agency Description:

Via Mobility Services is a private non-profit agency providing demand responsive transportation for seniors, people with disabilities, low-income individuals, and people living in rural areas. In addition to direct transportation services, Via provides mobility management services, including individual and group travel training, mobility options information and referral, and individual travel planning. These programs provide a comprehensive approach to mobility, making Via a one-call mobility options resource.

Via also provides public transit under several transit operations contracts: ADA paratransit (Access-a-Ride) in parts of the Regional Transportation District (RTD); general public, demand response services (FlexRide, formerly Call-n-Ride) in suburban RTD communities; and a fixed-route service (The HOP) for the City of Boulder.

The agency information reported here includes only data for Via's Paratransit programs and The Climb (Boulder County mountain service). The exception is employee data, which is reported for the entire agency and not broken out by particular service.

Agency Fiscal Year End Date: 12/31

Your Organization's Cognizant Agency: : Colorado Department of Transportation

Non-Profit or EIN ID:: 84-0777296

Spent more than \$750,000 in Federal funds in the last fiscal year:: Yes

Contact Information

Please enter information below for the Local Agency Project Manager for this request--someone who can be called for additional information, if needed.

Community

Name: Lisa Curtis Title: Engagement/Business Development Officer
Address: 2855 N. 63rd Street, Boulder, CO 80301 Email: lcurtis@viacolorado.org
Work Phone: (303) 444-3097 Cell Phone: (720) 394-8765

Please enter information below for the Alternative Local Agency Project Manager.

Name: Lisa Bitzer Title: Director of Paratransit and Mobility Services
Address: 2855 N. 63rd Street, Boulder, CO 80301 Email: lbitzer@viacolorado.org
Work Phone: (303) 473-2885 Cell Phone:

Population/Discrimination/Complaints

Has your agency had any transit-related discrimination complaints, investigations, or lawsuits in the last three years?:

No

Your agency must not discriminate against its employees because of race, religion, color, sex, disability, national origin or ancestry, or age in the admission or access to, or treatment or employment in, its programs or activities. Has your agency had any discrimination complaints based on these EEO (equal employment opportunity) requirements within the last year? :

No

Does the applicant have a process for handling discrimination complaints?: Yes

Contact Person for Nondiscrimination Issues: Tonya Runnels

Does your organization serve minority or low-income populations?: Yes

Are you a minority organization?: No

To what extent does this project impact minority and low-income persons?:

The proposed pilot project is for Via's paratransit clients who reside in the City of Boulder (City). These clients are primarily older adults and individuals with disabilities. The project will also be designed to include low-income individuals. Our intent is to focus on transportation that enhances the quality of life and functional capacity of those three populations.

First, the project team will conduct extensive outreach and training in coordination with the Boulder County Local Coordinating Council (LCC). Specifically with regard to the LCC's experience with implementing an on-demand pilot using Lyft with low-income individuals in Lafayette. Second, the project team, which includes the City and its data resources, will design the project to include numerous stops within low-income housing developments and other stops in areas where there is the greatest need for them to travel. These areas will be determined through Via's trip data, City resources, and stakeholder meetings.

Via's current paratransit and mobility management services in Boulder County primarily serve older adults and individuals with disabilities. Most of our clients are Caucasian (84%), 1% are African American, 7% are Hispanic, and 2% are Asian/East Indian. About 50% of our clients do not have the minimum income to meet

The Elder Economic Security Index for Boulder County. More than 25% lived at or below the poverty level of \$12,140 annually for a family of one. Via complies with Title VI and offers its services to those with mobility limitations without regard to race, color, national origin (ancestry), religion (creed), gender, gender expression, age, disability, marital status, sexual orientation, military status, or any other status protected by local, state, or federal law.

Client Statement of Rights:

Via does not discriminate on the basis of age, race, color, sex, religion, national origin, disability, sexual orientation, gender identity, marital status, veteran status or any other status. Via abides by the provisions of the Americans with Disabilities Act (ADA) and the Civil Rights Act of 1964. For more information or to file a complaint, call Via's Customer and Community Services Department at 303-447-2848 ext. 1047.

For more information on CDOT's Civil Rights Program, please visit <https://www.codot.gov/business/civilrights/DTR>.

Project Information

Project Details

Please answer the following questions about the project for which you are seeking funding.

Project Description:

In partnership with the City of Boulder (City or Boulder) and others, Via Mobility Services (Via) proposes an on-demand pilot project that will use autonomous route optimization software to provide on-demand, wheelchair-accessible transportation to older adults, individuals with disabilities, and people with low-incomes who live in Boulder. The on-demand service will employ a unique and innovative software platform called EverRun that runs algorithms across a fleet – including incoming ride requests and information from the system – every 30 seconds to determine the optimal routes for each vehicle. Unlike transportation network companies (TNCs) such as Uber or Lyft that provide on-demand rides, Via will use wheelchair-accessible vehicles and trained drivers to provide on-demand paratransit trips.

The pilot will test the efficiencies gained in paratransit operations by using optimization software. If successful, the software platform (with additional development) could be used to run all of Via's paratransit operations because it is capable of scheduling trip requests up to one year in advance as well as on-demand ride requests. The pilot could be a first step in developing a paratransit service model that uses a unique application of existing technology to significantly reduce the average cost of providing a paratransit trip. This cost reduction could be attained by increasing the number of people sharing rides, thus increasing the average number of trips per hour. In addition, because the software provides fully-automated dispatching and route planning, it could eliminate the costs of employing staff to carry out those functions.

Project Title: On-demand Pilot for Human Services Transportation

The National Renewable Energy Laboratory (NREL) is already analyzing Via's trip data through another source of funding available to NREL. With this proposed grant, the project will be able to leverage NREL's other funding. NREL's role will be to develop clear, performance-based "metrics of success" for analyzing the project's impacts. For example, energy efficiency, affordability, more productive use of assets, new revenues, higher customer satisfaction, lower wait times, and lower GHG emissions/environmental impacts. These metrics will then be published to establish ways to measure and improve performance in paratransit and micro-transit (short, on-demand trips for the general public) services.

In addition to developing success metrics, NREL will also publish the project data and its analysis of the data. This will be part of NREL's related efforts to obtain additional funding to explore ways to upgrade and measure the effectiveness of transportation software systems. Again, the goal of doing this is to make paratransit and micro-transit more sustainable and affordable. It should be noted that Uber and Lyft do not share their data with the public or local governments. Sharing that data could be a valuable asset for those providing mobility services and city planners.

Project Address: 2855 N. 63rd St.,
Boulder, CO 80301

Project County(s): Boulder

Type of Service: Demand Response

Demand Response Service

Demand Response Description:

Via currently provides demand responsive paratransit services consisting of driver assisted, door-to-door service in wheelchair-accessible vehicles. Door-through-door service is available upon request. Clients may request rides from 1 to 7 days in advance. The proposed pilot would allow clients to also request on-demand trips (within 20 minutes) by using a phone app, a website, or through Via's Call Center.

Equivalent Service for All Abilities Description :

In order to meet a wide array of passenger needs, Via uses lift-equipped ADA-compliant paratransit vehicles.

Will this service be used solely for public transportation services?:

Yes

Project Criteria

Note: Responses to questions in this Project Criteria section are limited to 3,000 characters.

Coordination Efforts and Needs

Coordination Efforts:

Via was a founding member of the primary Regional Coordinating Council (RCC) in the project's service area, the Denver Regional Mobility and Access Council (DRMAC). Via continues working with DRMAC to offer our travel training program throughout the Denver Metro region to older adults and people with disabilities. Via also collaborates with DRMAC on other projects to achieve our common goal of addressing mobility challenges in the greater Denver area. Via staff have participated regularly in DRMAC meetings and also continue to serve on DRMAC's Board of Directors. DRMAC also participated in project meetings related to a grant that Via received from the Federal Transit Administration's (FTA's) Mobility Services for All Americans (MSAA) program.

Via also has a close working relationship with its Local Coordinating Council (LCC), the Boulder County LCC. The LCC's leader, Angel Bond, the Mobility for All Manager for Boulder County, is participating in this project to assist with designing the service and advise the team on outreach and training, especially to persons with low incomes and those clients who have limited computer and technology skills. Angel is currently updating the Transportation Master Plan's (TMP's) "Increase Accessibility" chapter. She created a supportive steering committee, which consisted of 17 older adults, people with disabilities, caregivers, and 6 LCC partner organizations, including Via. The steering committee represented a diverse range of ages, ability levels, and income levels from across the country and developed 6 priority areas to increase accessibility for county residents of all ages and abilities.

Also in 2018, Via supported efforts to create a mountain community volunteer driver program, as well as the LCC's grant application to the Community Transportation Association of America (CTAA). The application was successful and the award will support the development of the volunteer program as well as training to assist all residents in accessing transportation-related technologies. The LCC and Via will provide input in the development of these programs. The proposed project will be able to leverage some of the grant work that is already underway for the CTAA grant.

Via coordinates human services transportation and transit and it is centralized in our One-Call Center. To better serve those with mobility limitations, Via brokers trip requests that either Via or its partners cannot fulfill to other human services transportation providers that have available space. Web portals allow other providers to access the scheduling software that Via uses to exchange and coordinate trips. Every quarter, Via brokers between 2,500 and 3,000 trips to other providers. We will continue reporting on the numbers of brokered trips and trip denial rates.

Service Need:

Since its founding, the need for Via's services has increased as Baby Boomers have aged and the number of people living with disabilities has increased. According to the U.S. Census Bureau (2018, March 13), by 2030 all Baby Boomers will be older than age 65. The older population will expand so that one in every five residents will be of retirement age, many of whom will give up owning a personal vehicle. And, as the number of older adults increases, the number of frail and vulnerable older adults needing supportive services, including transportation to the doctor and social activities, will also increase.

The Denver Regional Council of Governments's (DRCOG's) (January 19, 2018) Boomer Bond Program reported that Colorado has the fourth fastest growth rate in the nation of people age 65 and older. DRCOG also surveyed older adults about their vision of their futures: 61% indicated that they were "very likely to remain in the community throughout retirement" (2018). The survey also found that 21% of those 65 and older no longer drive a car and are dependent on other forms of transportation. Transportation is essential to being able to "age in place" with a good quality of life. DRCOG has identified it as one of six topic areas in the Boomer Bond Program: "Ensure older adults have safe and convenient transportation options." Being able to use existing public transit provides an affordable, accessible, and convenient option.

Furthermore, on a national level, 25.5 million Americans have self-reported travel-limiting disabilities, 3.6 million of whom do not leave their homes because they are disabled or housebound (U.S. Department of Transportation, 2018, December 11). Suffice it to say, the need for reliable, affordable transportation solutions that honor mobility limitations and aging in place are a national challenge, magnified in our community.

The rise in demand for service correlates with increased paratransit trip denials. Several years ago, Via was successful in reducing the denial rate in a high-demand area by brokering overflow calls to other local human services transportation providers in what we called the Longmont Coordination Project. Despite this, Via has recently reached operational capacity for its paratransit service and is struggling to serve a large and growing vulnerable population. Collectively, Via and other providers of costly paratransit services in the Denver Metro area do not have the capacity to handle all of the existing demand. With the proposed project, Via will test an innovative technology that could create efficiencies that allow a provider to serve more people with available resources.

Financial Need:

The cost to Via of a one-way paratransit trip is about \$40, but we only charge a \$5.00 fare (or offer it reduced or free). After applying a full fare, the \$35 per-ride gap is filled by grant support from federal, state, and local governments. Boulder and Larimer Counties give Via grants from the Older Americans Act. CDOT has awarded Via federal grant funds under FTA Sections 5310, 5311, and 5339; and state grant funds through the FASTER program. Colorado's Medicaid Non-Emergency Medical Transportation (NEMT) program reimburses Via for some trips but offers Via significantly fewer trips than in past years. Similarly, United Way funding has declined significantly.

The Transit Element of DRCOG's 2035 Metro Vision Regional Transportation Plan found that areas with a per capita income of \$15,000 or less are concentrated in several cities, including three that Via serves: Boulder, Brighton, and Longmont. Nearly 50% of Via's riders do not have the minimum income to meet The Elder Economic Security Index for Boulder County, and more than 25% have incomes at or below \$12,140 for a family of one. Although many people in Boulder County are in high-income brackets, the county still has a substantial need for subsidized paratransit services for older adults and people with disabilities.

Funding from Boulder County, where about 85% of Via's paratransit clients live, has been relatively flat. Funding from Longmont, where ridership has grown the fastest, has decreased. Longmont contributes about 40% of what Boulder contributes, although the service levels in the two cities are about the same. This discrepancy is mostly due to Longmont's lower tax rates and unlikely to change in the near future.

Every year, expenses for operating Via's Paratransit and Mobility Management services exceed dedicated revenue by \$200,000 or more. We cover this annual deficit by applying net revenue from earned income contracts, as described in the "Funding Dependency" section. However, our current revenue margins on these contracts are slim because we enter them with government agencies that are constrained by budgets supplied through tax revenues. Though Via's revenue stream is relatively diverse, federal funding remains a core pillar of our business model, accounting for 24.5% of the revenue for our mission services (this is a 5.5% decrease from the previous year). Any significant drop in federal funding would necessitate a corresponding reduction in service levels.

Via continues to leverage efficiencies as a way of reducing costs, and seek new technologies, such as the software platform at the center of this application.

Technical and Financial Capacity

Technical Capacity:

Via's core service is paratransit transportation and has provided more than 3.5 million trips since its founding 40 years ago. This program consists of demand responsive, driver-assisted, door-through-door transportation in a wheelchair accessible vehicle for an affordable, largely subsidized fare. With paratransit services, people who live with mobility limitations are able to access essential resources, including trips to grocery stores, medical appointments, senior center programs, fun gatherings with friends and family, and other vital resources.

Via's Travel Training program is available to older adults, people with disabilities, and others living with mobility limitations within the Regional Transportation District (RTD) public transit system, teaching people to safely and independently use public transit. We provide travel training for the Developmental Disabilities Center, the Center for People with Disabilities, low-income housing facilities, senior centers, and residential care facilities, as well as for RTD's Access-a-Ride consumers. We work with DRMAC to offer our Travel Training program throughout the Denver Metro region to older adults and people with disabilities. We provide driver training for other service providers as well as CDL testing. Since 2016, we have been the designated transportation provider for our local provider of the PACE program for frail elders.

Via's Call Center takes the mystery out of learning how to get around. In one call, Via's mobility specialists provide quick access to transportation information and services, including registering for and scheduling a ride. All of the current specialists are bilingual (English and Spanish). Travel Training includes partnering with an expert travel trainer to get an individual and family assessment, custom plan, education, and learn how to communicate travel needs with transportation employees effectively.

Chief Executive Officer, Frank Bruno, has nearly 40 years of experience in city government, redevelopment, and private sector management. This includes executive positions as Boulder's City Manager, CEO of Western Disposal Services, and Vice Chancellor at the University of Colorado Boulder. Our Operations management team has extensive experience administering programs and projects supported by federal funds. Director of Paratransit & Mobility Services Lisa Bitzer has been with Via for over 15 years, managing all

paratransit scheduling, dispatching, outreach, and customer satisfaction. Most of Via's reservationists and mobility specialists are bilingual Spanish-speakers. Driver Supervisor Denise Dolan has worked for Via for 17 years and has managed the paratransit drivers for the last 8 years.

Technical Training:

Via's Training Department provides training to all new drivers. The training consists of the National Safety Council's 8-hour Defensive Driving course in addition to the Community Transportation Association of America's P.A.S.S (Passenger Assistance Safety and Sensitivity) 16-hour class. Included in that class are the following topics: Distracted Driving, Driver Fatigue, Transit Employee Occupational Safety and Health, What is a Professional Driver?, Customer Service, Communication, Stress, Americans with Disabilities Act, Assisting Passengers with Service Animals, Disability Awareness, Diabetes, Epilepsy or Seizure Disorder, Bloodborne Pathogens, Kidney Dialysis, Mobility Equipment and Features, Lift Operation, Wheelchair Securement, Securing a Wheelchair Occupant, Transporting an Aging Society, Sexual Harassment, Accidents and Emergencies, Bus Evacuations, Human Trafficking, Colorado Motor Vehicle Laws and Regulations, Map Reading and Route Planning, Department of Transportation Safety Regulations, Fare Collection Procedures, Security Awareness, and Adverse Weather.

In addition, we provide Behind-the-Wheel training for both non-revenue and revenue service. We train Field Trainers who are coaches to new drivers in their Behind-the-Wheel Revenue Service as well as Ride-alongs. Every month, Via holds driver meetings for addressing issues that our drivers face. These meetings also provide an opportunity to conduct brief training sessions throughout the year. Via drivers and staff are also offered opportunities to attend in-house workshops every quarter on issues related to safety and customer service, including such topics as working with individuals who have dementia.

Travel Trainer, Michelle Barringer, is currently working on completing the Easter Seals Project Action Consulting Travel Training Certification Program. Each year, one travel trainer is sent to the Association of Travel Instruction Conference where they attend 3 days of classes and workshops. Travel Trainers attend local workshops hosted by the Denver Regional Mobility and Access Council (DRMAC) on relevant topics like ADA rights, service animals, and working with people with disabilities.

Financial Capacity:

As of May 2019, Via has 40 years of experience administering federal and local government grants and contracts, and grants from foundations. We have been administering Section 5311 and 5310 (formerly Section 18 and 16.B.2) funds for more than 30 years. We were the first agency in Colorado to be awarded FTA Section 5317 "New Freedom" funds for enhanced services for people with disabilities, and we successfully administered those projects and funds for the entire period of their availability from 2008 through 2013.

Via uses Great Plains Dynamics accounting software package to facilitate in-depth fiscal reporting. Our detailed Chart of Accounts is compliant with the National Transit Database (NTD) reporting requirements and is used to segregate administrative, operating, and capital expenses. Via's Finance department staff follow Generally Accepted Accounting Principles (GAAP). An independent CPA firm conducts an annual audit in accordance with federal guidelines like Generally Accepted Auditing Standards (GAAS). This annual audit includes an audit for compliance with requirements of the laws, regulations, contracts, and grants applicable to federal programs as contained in OMB Circular A-133 Compliance Supplement. Via's most recent financial audit occurred in March 2019.

In 1994, Via adopted a social enterprise business model that allowed us to enter service contracts and apply the revenues to our mission services for vulnerable populations which we provide at a planned deficit while maintaining our 501(c)(3) nonprofit status. Under this model, Via has operated the HOP fixed-route service for the City of Boulder for over twenty years, and Call-n-Ride and FlexRide (formerly called Access-a-Ride) services for RTD for nearly as long. The social enterprise model challenges nonprofits to think like a business while remaining committed to their mission and purpose. This year, Via has diversified its service contracts by adding smaller, more numerous long-term contracts to operate in the City of Boulder.

Via's eight-person finance staff includes Bill Patterson, Finance Director who joined Via in 2015; Alex Salvo, IT Manager (13 years with Via); an FTA grant reporting specialist (32 years); a payroll specialist (30 years); and an Accounts Receivable Specialist. Via recently hired a Senior Accountant, an Accountant, and an Accounts Payables Specialist.

Planning

Planning Efforts:

Via's service area is within the DRCOG region and covered by DRCOG's 2040 MVRTP. Appendix 6 of the 2040 MVRTP contains the "2040 MVRTP Coordinated Transit Plan," which is the federally-required Coordinated Public Transit Human Services Transportation Plan for the DRCOG region (hereafter "Human Services Transportation Plan"), which specifically identifies Via Mobility Services and other human services transportation providers that Via works within the proposed project.

Section VI of the Human Services Transportation Plan identifies strategies and activities for addressing the needs and service gaps identified in the plan. One strategy is funding transit projects that address identified needs and FTA program guidelines, such as Via's mission services. Specifically, the proposed on-demand pilot addresses these identified program goals:

1. Enhance mobility for seniors and persons with disabilities;
2. Serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services, and
3. Coordinate human service transportation and transit.

See Human Services Transportation Plan, page 60 (page 288 in the PDF version of 2040 MVRTP with appendices accessible online at <https://drcog.org/programs/transportation-planning/transit-planning>). The ways that proposed pilot project aligns with goals 1 and 2 are discussed throughout this application. The project does not directly address goal 3, but if successful, the pilot's approach of using optimization algorithms to make human services transportation more efficient also has implications for designing transit coordination software.

In addition, Via works closely with its Regional Coordinating Council, Denver Regional Mobility and Access Council (DRMAC). In January 2019, Via's Community Engagement and Business Development Officer, Lisa Curtis, joined DRMAC's Board. DRMAC's Executive Director is interested in the proposed on-demand pilot and its implications for human services transportation in the region.

Project Outcome:

Successfully test a new technology that makes operations more efficient and cost-effective while also enhancing client mobility by offering an on-demand service that is convenient, easy to use, and provides more access to low-income individuals.

Budget

Expenses and Budget

Previous Year's End-of-Year Operating Expenses:

\$4,723,597.00

Please upload your previous year's end-of-year Operating expenses in the Attachments section.

Award Year Operating Budget:

\$5,156,369.00

Please upload your award year draft Operating budget in the Attachments section.

Detailed Project Budget

Please enter the detailed draft award year budget into the table below. The amounts you list and the categories entered will later be added to your Scope of Work and Contract. Please be as specific and accurate as possible. Only enter the costs for which you know you will be seeking reimbursement. You will be responsible for a 50% local match for Operating costs. Administrative costs are not reimbursable in this grant program.

Description	Type	Total Cost	Grant Amount	Local Match
Advertising and marketing	Operating	\$5,000.00	\$2,500.00	\$2,500.00
Salaries and Wages	Operating	\$25,227.00	\$12,613.50	\$12,613.50
License Fees and Taxes	Operating	\$10,000.00	\$5,000.00	\$5,000.00
License Fees and Taxes	Operating	\$45,000.00	\$22,500.00	\$22,500.00

Update Totals:

Total Cost: \$85,227.00

Total Grant Amount: \$42,613.50

Total Local Match: \$42,613.50

Local Funding Detail

Local Funding

Please enter the secured local matching funds you plan to use for this project into the table below. Your total local funding amount needs to equal or exceed the local match amount listed above in the Budget section. Do not include any other DOT or FTA grants or project income (e.g., fares).

Please upload documentation or letters of commitment for funds coming from a third-party in the Attachments section.

Source of Funds	Local Match Amount	Status
Via Mobility Services	\$22,613	Budgeted
City of Boulder	\$20,000	Budgeted

Update Totals:

Total Local Match: \$42,613

In-Kind & Indirect Rate

In-Kind Match

Note on in-kind match:

Third-party in-kind contributions represent eligible project costs provided by an eligible third-party to your project to satisfy your local match requirements. Examples of third-party in-kind contributions include donated services, materials or goods, and equipment. Federal aid guidance regarding non-federal matching requirements can be found under [2 CFR 200.306 - Cost sharing or matching](#).

CDOT DTR defines third-party in-kind contributions as goods or services which are necessary, allowable, eligible, and reasonable to carry out the scope of the federally-assisted project or program. These goods or services are rendered without charge to the grantee, and must be preapproved and supported through documentation.

You should spend time reviewing the guidance concerning in-kind contributions and should allow ample time in your schedule if you anticipate that your project will have this source of funds. If in doubt about whether or not a contribution qualifies as in-kind, ask your CDOT Project Manager.

Will you be using any in-kind match for this project?:

No

Indirect Cost Rate

Do you plan to charge an indirect cost rate or use cost allocation plan for this project?:

Yes

Have you previously received CDOT approval for the use of indirect funds?:

Yes

What is your approved indirect cost rate?:

18.92%

When does your indirect cost rate agreement expire?:

12/31/2019

Amount charged to this application:

\$4,773.00

Please provide the current approved indirect rate or cost allocation plan. Indicate proof of this approval by attaching a letter from the cognizant agency or CDOT Audit Department designating the indirect rate. CDOT may request additional information concerning your indirect rate during the review process.

Attachments

Attachments

Document Name	Update Date/Time
LOS M4A Via On Demand Pilot.pdf	6/10/2019 12:56 PM
2018 2020 Operating Expenses submitted to CDOTDRCOG etc.pdf	6/10/2019 11:39 AM
Pantonium_LOS_VIA_DRCOG_grant_June2019.pdf	6/10/2019 10:40 AM
Serving Low Income Persons_Via_June 2019.pdf	6/10/2019 9:47 AM
NREL_letter_of_support_for_Via's_DRCOG_grant_June2019.pdf	6/10/2019 9:44 AM
COB Letter of Support Via HST-FASTER-rev (1).pdf	6/10/2019 9:44 AM

Submit Application

Certifications

I certify that my COTRAMS Agency Information is correct and up-to-date.

I certify that the information I provided on and in connection with this application is true, accurate, and complete.

I understand that if the requested grant is awarded, my agency will adhere to all reporting requirements.

Certifying Official: Lisa Curtis

Signature



Submit

Before submitting the application, please make sure you have completed all of the required fields and have entered all of the information as accurately as possible. If you need to submit an additional Operating application, please contact DTR to have another application released in COTRAMS.

If you do not see a "Submit" button, it is because you did not answer "Yes" to the question in the Instructions and Application Type section confirming your Agency Information module is correct and up-to-date. Please ensure your Agency Information is updated in COTRAMS, then select "Yes" to the statement "My COTRAMS Agency Information is correct and up-to-date".

You will receive an email once your application has been submitted. If you do not receive an email, please contact Kim Phi at (303) 512-4055 or at kim.phi@state.co.us.