



# TMO Seed Funding Grant 2026 NOFA



# **COLORADO**

## **Department of Transportation**

Office of Innovative Mobility

**Transportation Management Organization Seed Funding Grant  
Rolling Applications**

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## **A. Background**

Transportation Demand Management (TDM) - defined broadly as strategies that maximize travelers' choices and, in doing so, allow them to make more efficient use of existing transportation infrastructure - is an increasingly crucial tool in meeting CDOT's commitment to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information and the ambitious goals for tackling climate change outlined in House Bill 19-1261 Climate Action Plan to Reduce Pollution.

However, while there are strong, existing examples of successful TDM programming in Colorado, many areas and groups across the state have not been well-served by traditional TDM efforts.

The Transportation Management Organization (TMO) Seed Funding Grant was developed by the Colorado Department of Transportation (CDOT) to establish new transportation management organizations (TMOs) in currently un-represented areas of the state, and to add new perspectives to the TDM conversation that have the potential to increase TDM success in non-urban areas.

## **B. Program Goals**

- Foster the creation of innovative solutions and technologies that reduce single occupancy vehicle trips and encourage the use of alternative modes of transportation.
- Support the creation of financially sustainable TMOs that enhance the capacities and efficiencies of their local and regional transportation networks and support stakeholders in voluntary efforts to reduce trips, emissions, and travel impacts.
- Support economic development by normalizing and encouraging telecommuting as a best work practice for employers.
- Provide safe access to economic opportunities and mobility for people of all ages, incomes, and abilities, including vulnerable users.
- Reduce greenhouse gas and criteria pollutant emissions by reducing vehicle miles traveled by personal vehicles.

## **C. Office of Innovative Mobility (OIM) Overview and Program Description**

The OIM mission is to reduce pollution in our air and congestion on our roads by expanding multimodal transportation options utilizing traditional and emerging mobility technologies.

Mobility Services explores ways to make transportation efficient and more accessible to underserved populations by conducting research, deploying new technologies, analyzing data and piloting new programs.

#### D. Program Funding and Match Policy

OIM will offer rolling applications starting in FY 2026 for TMO Seed Funding awards. Awards will continue to be made while there are acceptable applications and available funding. Eligible projects must request a minimum of \$20,000 and a maximum of \$200,000, excluding match. A local match is welcome, but it is **not required** for this funding opportunity. However, local match is a common element of many grant programs because they help to demonstrate a commitment to success by the implementing agency and help leverage grant program funds by attracting additional local investment. Any identified match on the application will be formally incorporated into the grant agreement.

- Minimum grant award per project: \$20,000.00
- Maximum grant award per project: \$200,000.00

Applications will be reviewed and scored as received by the evaluation committee. An approximate timing for the award is available below but is subject to change based on time of year and staff availability.

**Table 1: FY26 Application Schedule**

Duration from Application Submission	Application and Award Timeline
	Application Received
0.5 Months	Eligibility Review and Completeness Check
2.5 Months	Application Evaluated
3.5 Months	Anticipated Award Announcement
9 Months	Anticipated Project Start (Grant Notice to Proceed)

\*Administrative office hours are planned but will not address the quality of an applicant's idea. Project activities should not plan to start ahead of Notice to Proceed and any activity outside of the grant period will be ineligible for reimbursement.

#### E. Eligible Entities, Projects, and Expenses

##### Eligible Entities

Awards are restricted to local governments and non-profit organizations who have the signed support of all local entities represented in the service area. All entities must be registered with the Colorado Secretary of State in good standing or provide proof of working towards good standing in order to be awarded. All entities must register with CDOT as a vendor and be in good standing to receive a final grant agreement.

#### Eligible Projects

Applicants must submit a project which supports and creates a TMO at the end of the grant period. Applications will be reviewed for project feasibility and path to sustainable funding and operation. Grant application activities can include all tasks to create a TMO and include initial operation of the TMO and deployment of TDM in the operational area.

All project activities funded by this grant must be able to be completed within a 24 month contract which is the expected duration of project awards.

#### Ineligible Activities/Expenses

Awarded projects shall follow the state fiscal rules for allowable expenses. OIM grant management staff are available during the application process to address cost allowability as the applicant develops the budget table. A final scope of work will be negotiated between the grantee and CDOT prior to delivering an executed grant contract.

## F. Application Evaluation Criteria

Detailed scoring rubric located in appendix B.

Evaluation Criteria	Total Points
<b>Need &amp; Existing Transportation Challenges</b> To what extent does the proposed service area have a demonstrated need and audience for a dedicated TMO? (e.g. congestion, mobility issues, planning precedent)	35
<b>Applicant Readiness</b> What is the program's likelihood of success given the applicant's readiness, plan, timeline, budget, and partnerships?	25
<b>Equity</b> How does the program consider and address underserved populations in the area, especially those underserved by traditional TDM practice?	20
<b>Long-Term Sustainability</b> To what extent does the applicant demonstrate a plan and capacity for financial self-sustainability beyond the initial grant period?	20
<b>Strategic Growth Compliance</b> Per the Colorado Executive Order D 2025 005 & D 2025 011, applicable local governments will be scored based on their compliance with each Strategic Growth law element. Compliance status can be viewed at the Department of Local Affairs's webpage: <a href="https://dlg.colorado.gov/compliance-framework-and-guidelines">https://dlg.colorado.gov/compliance-framework-and-guidelines</a>  Non-applicable local governments will be awarded full points.	10

## G. How to Respond to this NOFA

Applications should be submitted along with letters of support from impacted, supporting, or participating entities to [DOT\\_InnovativeMobility@state.co.us](mailto:DOT_InnovativeMobility@state.co.us). Applications should be sent as a PDF of the DOCX application filled out and signed. Applications are accepted at any time. Each prospective organization is required to submit a certificate of good standing with the state controller or evidence towards working to good standing by the time of grant issuance. In addition, each application should include letters of support from affected jurisdictions if the applicant is not the impacted local government.

### Application Checklist

- Application
  - Signature of organization's representative
  - Excel Template for Project Budget

- Letters of recommendation from impacted or supporting entities
- Certificate of good standing from Colorado Secretary of State

Email final application packages to [DOT\\_InnovativeMobility@state.co.us](mailto:DOT_InnovativeMobility@state.co.us) with the subject line “TMO Seed Funding Application - ‘Organization name’.”

## **H. Grant Programming and Administration**

New applicants to CDOT will be responsible for creation of a new vendor account prior to issuance of a grant contract. In order to receive a vendor account and number with CDOT, a current and signed W9 is required. If use of direct deposit for reimbursements is desired, the awardee will be required to provide financial information at the time of vendor account creation.

The applicant is responsible for identification of usage for an indirect rate whether using the de minimus rate or a surveyed rate for the organization. The rate shall be identified on the budget table at application including the current applicable rate. In order to use a surveyed indirect rate, the awardee must provide and maintain a negotiated surveyed indirect rate on file with CDOT at all times.

## **I. Grantee Responsibilities**

Entities responding to this NOFA must be prepared to take full responsibility for carrying out the project(s) they propose. This includes reporting on associated outputs (e.g., additional vehicle service miles provided) and outcomes (e.g., increases in unlinked passenger trips). Project(s) sponsorship cannot be transferred or reassigned to another entity without prior written approval from OIM. OIM encourages entities to collaborate and select the most appropriate respondent prior to submitting an application and should not assume that OIM will approve any project sponsorship change.

Entities that receive OIM grants must have the capability and capacity to manage any funds awarded, ensure satisfactory completion of the applied for project(s), and be willing and able to follow all applicable federal, state, local, and tribal regulations and guidelines. Entities must also meet the following minimum criteria:

- A. Legal Standing - The entity must be registered with the state of Colorado and have a recent (last year) certificate of Good Standing with the State.
- B. Financial Management and Capacity - The entity must have financial policies and procedures, an organizational structure that defines, assigns, and delegates authority, and financial management systems in place to match, manage, and charge only allowable cost(s) to the award.

OIM Grant Program funds will be awarded on a reimbursement basis; that is, an entity must first incur the project costs and submit sufficient evidence of those project costs to CDOT for reimbursement. Therefore, the entity must have the financial ability and cash flow to incur those costs upfront and wait for reimbursement from CDOT.

Grantees will be required to submit monthly reimbursement requests.

- C. Technical Capacity - The entity must have the capability and resources necessary to operate and manage the award and project on an ongoing basis, ensure conformity and compliance with all applicable state; local; and tribal regulations and guidelines, ensure project schedules; budgets; and performance objectives are achieved, and obtain all necessary prior approvals and/or waivers before incurring costs or taking any actions.
- D. Procurement - The entity must have its own documented procurement procedures, which reflect applicable state, local, and tribal laws and regulations, and conform to applicable federal law and standards at [2 CFR §§ 200.318-327](#).
- E. Contracting Format and Expectations - Awardees must be able to receive and execute a small dollar grant award (issued in the form of a purchase order) from CDOT. [Standard terms and conditions](#) are available from the State Controller's website. Contracts are anticipated to provide the grantee approximately 24 months for project execution.
- F. Status reporting: Grantees/Awardees will be expected to provide monthly updates on the project progress following the template in appendix C. Additionally, a final report is required to be submitted with the final reimbursement request at the end of the grant contract period. Check-ins with the CDOT team will be planned on a case-by-case basis estimated at no more than every two months during the contract phase.
- G. Kick off Meeting: Each grantee will be required to meet with the CDOT project management team at contract start to review reimbursement expectations and project execution. A kickoff meeting will be scheduled when after the grant notice to proceed is issued and will include a review of the notice to proceed documentation and accompanying templates for grant reporting and reimbursement.



## Appendix A: Application

A copy of the application is available on the [OIM Grant website](#) and should be downloaded in .docx format.

## Appendix B: Scoring Rubric

	Need & Existing Challenges	Applicant Readiness	Equity	Long-Term Sustainability	Strategic Growth Compliance (10 points)*  Only applicable for local governments per Colorado <a href="#">Executive Orders D 2025 005 &amp; D 2025 011</a> (Non-Local Governments will be awarded full points)  More information on Strategic Growth Compliance, including details and definitions available at the following link: <a href="https://dlg.colorado.gov/compliance-framework-and-guidelines">https://dlg.colorado.gov/compliance-framework-and-guidelines</a>
<b>0-20%</b>	There is no need for a TMO in the area or the area is currently being serviced by another TMO	The applicant does not have support from local partners.	There are no underserved populations in the area.	The applicant does not have a plan to operate beyond the life of the grant.	Per Colorado Executive Order D 2025 005 & D 2025 011, applicable local governments will be scored based on their compliance with each Strategic Growth law element. Compliance status can be viewed at the Department of Local
<b>40%</b>	Addresses one of the need categories of Congestion, Access and Mobility, Impact	The applicant has <ul style="list-style-type: none"> <li>Local support</li> <li>A timeline for implementatio</li> </ul>	There is an identified DI community, but no current plans or strategies to address	The applicant has a plan for long-term health and success.	

	to VMTR, & Economic Development	n. It is unclear whether the plan and timeline will be successful	their needs.		Affair's webpage: <a href="https://dlg.colorado.gov/compliance-framework-and-guidelines">https://dlg.colorado.gov/compliance-framework-and-guidelines</a>
<b>60%</b>	Addresses two of the needs categories of Congestion, Access and Mobility, Impact to VMTR, & Economic Development	The applicant has <ul style="list-style-type: none"> <li>• Local support</li> <li>• A timeline for implementation</li> <li>• A budget</li> <li>• Applicant does not have prior experience addressing transportation issues</li> </ul>	There is an identified DI community and a plan or strategies identified to address their needs.	The applicant has a plan for long-term health and success with some future funding sources, but not enough for long-term sustainability.	Ineligible applicants will receive full points.  Eligible applicants will be awarded points for each identified law element by the DOLA compliance framework and guidance marked as "Strategic Growth Compliant". Half points will be awarded in each element marked as "Strategic Growth Compliance-in-Progress." No points will be awarded to elements marked as "Strategic Growth Non-Compliant."
<b>80%</b>	Addresses three of the needs categories of Congestion, Access and Mobility, Impact to VMTR, & Economic Development	The applicant has <ul style="list-style-type: none"> <li>• Local support</li> <li>• A timeline for implementation</li> <li>• A budget</li> <li>• The applicant can build off previous TDM experience.</li> <li>• The application includes local letters of support.</li> </ul>	There is an identified DI community and a plan or strategies identified to address their needs. The applicant has experience working with DI communities.	The applicant has a plan for long-term health and success, and identified enough future funding sources for long term sustainability.	

100%	Addresses all four of the needs categories of Congestion, Access and Mobility, Impact to VMTR, & Economic Development	<p>The applicant has</p> <ul style="list-style-type: none"> <li>• Local support</li> <li>• A timeline for implementation</li> <li>• A budget.</li> <li>• The applicant can build off extensive previous TDM experience.</li> <li>• The application identifies local private partnerships in addition to public letters of support.</li> </ul>	There is an identified DI community and a plan or strategies identified to address their needs. There is a community engagement element to the plan. The applicant has experience working with DI communities	The applicant has a plan for long-term health and success, identified future funding sources, and organizational structure are identified for long-term viability.	
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## **Appendix C: Expected Grant Reporting Templates**

Copies of the reimbursement cover page, requirements, and status reporting will be provided with the contract notice to proceed.