Guidance Book

Transportation Alternatives and Safe Routes to School Programs

Federal Funding for Fiscal Years 2027, 2028, 2029

October 2026







COLORADO
Department of Transportation

Overview

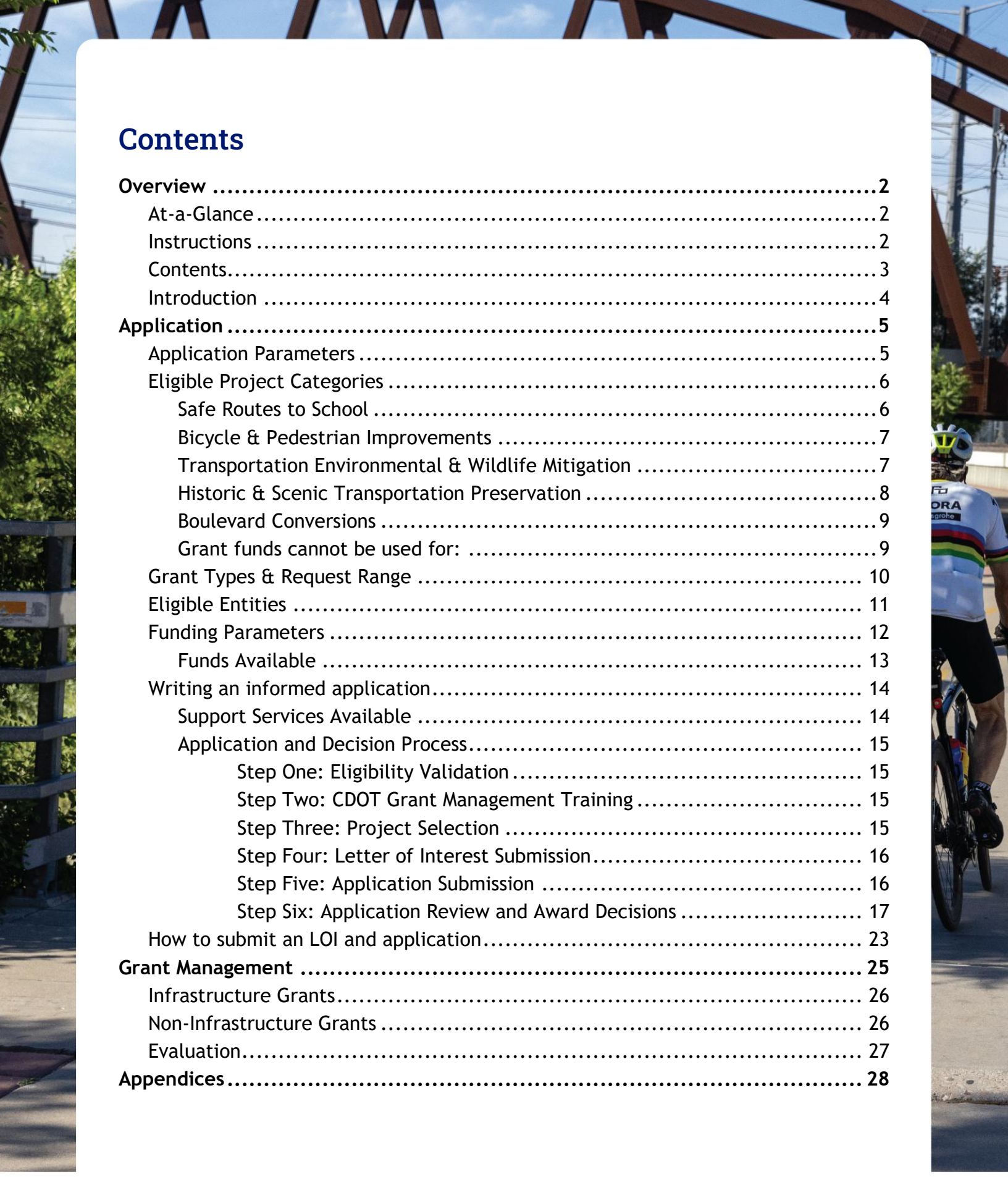
At-a-Glance

This document provides guidance for applicants interested in seeking a portion of Colorado's federal fiscal years 2027, 2028 and/or 2029 funding allocation of the Transportation Alternatives (TAP) and Safe Routes to School (SRTS) grant programs. This document outlines the grant application and decision process, and for those applicants who are selected, the monitoring requirements and evaluation related to those specific outcomes.

This is a combined call for grant seekers. Therefore, any applicant interested in either TAP or SRTS will submit one application per project. For each submitted project, both funding programs will be considered, and the funding type awarded will be based on the project scope applicability.

Instructions

Review this document to inform your writing approach and prepare for the grant application and review process. Please note this grant call has many changes from past cycles, therefore we recommend reading this in its entirety. Happy reading!



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CDOT grant-funded Safe Routes to School project ribbon cutting event. Image Courtesy of the Town of Westcliff, Colorado

Introduction

Federal funding for surface transportation is available through the surface transportation authorization bill, which establishes funding programs that align with federal investment priorities. There has been a consistent desire and priority over the last 20 years to nationally fund safe access for walking and biking to schools and everyday destinations. This has been primarily accomplished through the Transportation Alternatives (TAP) and Safe Routes to School (SRTS) programs.

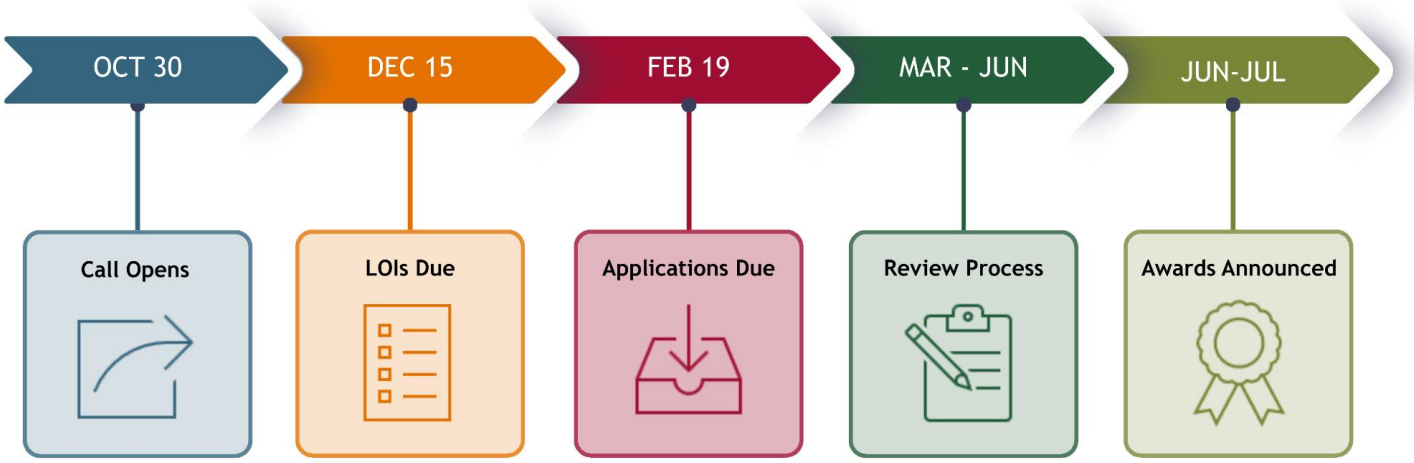
The Colorado Department of Transportation (CDOT) manages the state's allocations of these funds to achieve specifically identified outcomes and awards TAP and SRTS funds via a discretionary grant decision process every three years. This call for TAP and SRTS grant projects begins in late fall of 2026, with award decisions expected in summer of 2027. The call will allocate three years of funding (years 2027, 2028, 2029). Please be aware that at the time this call was released, no surface transportation bill for fiscal years 2027-2029 had been put into law. As a result, any awards made as part of this call for grant funded projects are contingent upon federal funding being allocated for these purposes.

Application

This section outlines submission elements, eligibility, and the CDOT process for screening applicants and determining how to best invest these funds. The following are the critical dates to note for this call for grant applications:

- **October 30, 2026:** Call opens
- **December 15, 2026:** Mandatory Letter of Interest submission deadline
    - LOIs will be reviewed upon receipt
    - LOI comments from CDOT will be sent to applicants by January 15, 2027
- **February 19, 2027:** Invited applicants submission deadline
- **March-June, 2027:** Application reviews & recommendations
- **June/July, 2027:** Formal decision sent to all applicants

Figure 1. Grant call timeline graphic



Application Parameters

1. Eligible applicants may submit up to two grant applications.
2. One project may have multiple, distinct elements that together achieve one common outcome for a specific community. For example, a single project that seeks to improve safety for children walking to a particular school could include elements such as 1) the establishment of a crossing guard program and 2) sidewalk and crosswalk improvement. If the elements of your application do not contribute to a common outcome, they need to be submitted in separate applications. For instance, a scenic byway turnout improvement and an

unrelated wildlife mitigation project on a nearby highway have different outcomes and would constitute two separate applications.

3. Submission deadlines are firm.
4. Submissions will only be accepted via the online submission portal.

Eligible Project Categories

Projects must fall into at least one of the following transportation-related categories:

Safe Routes to School

This category includes infrastructure (design- or construction-related) and non-infrastructure (programmatic) projects with the primary goal of increasing safe biking and walking connections to schools with students in any grades between K-12. Infrastructure projects must be located within 2 miles of a school, while non-infrastructure projects must support schools serving students between K-12 grades. Examples of non-infrastructure projects include:

- Bike skills courses and equipment
- Classroom education integration
- Event planning and execution, such as bicycle rodeos or safety activities
- Crossing guard programs and equipment
- Walking or bike bus programs
- District-wide safe routes coordination

Examples of infrastructure projects include:

- Traffic gardens
- Bike parking
- Signage for identifying bike and/or pedestrian separated areas
- Pedestrian/bicycle crossing safety improvements
- Traffic calming elements
- New or reconstructed sidewalks, walkways, or curb ramps
- Bike lanes, including striping, widening or protected/vertical delineators
- New or reconstructed multi-use trails
- School zone enforcement activities

Notes: Infrastructure projects in this category **must** include an educational element. This can be an enhanced or new education program that highlights the specific infrastructure. You should allocate a meaningful, but small portion of your total project budget for the educational element.

Bicycle & Pedestrian Improvements

This category includes infrastructure (design- or construction-related) and non-infrastructure (programmatic) projects that improve biking and walking safety and are not specifically connected to a school. Examples of infrastructure projects in this category are the same as those listed for Safe Routes to School above. Examples of non-infrastructure projects include:

- Vulnerable Road User Safety Assessments, which are data-driven assessments used to identify risk levels of specific areas, safety trends and potential countermeasures to improve non-driving road users' safety.
- Assessments and data collection to understand walking and rolling needs.

Transportation Environmental & Wildlife Mitigation

This category includes stormwater management, environmental and wildlife mitigation, roadside vegetation management, and archaeological activities tied to transportation projects.

Stormwater management projects should address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in Sections 133(b)(11), 328(a), and 329 of Title 23. Examples of these projects include:

- Detention and sediment basins
- Stream channel stabilization
- Storm drain stenciling and river clean-ups

Environmental and wildlife mitigation projects should reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats. Examples of these projects include:

- Wetlands acquisition and restoration
- Stream channel stabilization
- Wildlife underpasses or overpasses which may include bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity
- Monitoring and data collection on habitat fragmentation and vehicle-caused wildlife mortality

Vegetation management projects include practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control. Examples of these projects include:

- Clearing of low-hanging branches or other vegetation encroaching on a travel corridor
- Landscaping to improve sightlines or other safety considerations
- Planting grasses or wildflowers to manage erosion along transportation corridors

Archaeological projects include activities relating to impacts from implementation of transportation projects eligible under Title 23. Examples of these projects can include the following:

- Research, preservation planning, and interpretation
- Developing interpretive signs, exhibits, and guides
- Inventories and surveys



Scenic Byways, Santa Fe Trail, Antelope at Sunset. Photo by Cathy Edwards

Historic & Scenic Transportation Preservation

This category includes restoration of historic transportation buildings or bridges, scenic turnouts and overlooks, and outdoor advertising control/removal. Examples of these projects include:

- Construction of turnouts, overlooks, and viewing areas.
- Billboard inventories

- Removal of illegal and non-conforming billboards. Non-conforming signs are those signs that were lawfully erected but do not now comply with the Highway Beautification Act of 1965.
- Restoration and reuse of historic transportation buildings
- Restoration and reuse of historic buildings for transportation-related purposes
- Interpretive displays at historic sites
- Access improvements to historic sites and buildings
- Restoration of railroad depots, bus stations, and lighthouses
- Rehabilitation of rail trestles, tunnels, bridges, and canals

Boulevard Conversions

The category includes converting an Interstate or Divided Highway to a walkable, low-speed, divided arterial thoroughfare in urban environments designed to carry both through and local traffic. See Boulevards from Divided Highways for examples. Eligible "boulevard" projects should demonstrate some of the following elements:

- Traffic calming measures
- Context-sensitive bicycle and pedestrian facilities
- Compliance with accessibility requirements and guidelines
- Promotion of transit corridor through additional protected stops and routes
- Environmentally efficient lighting, landscaping, and water-saving systems

Grant funds cannot be used for:

Careful consideration will be given to whether an activity falls within eligibility criteria. The following are considered ineligible activities for this grant call:

- Grant administration
- Routine maintenance and operations
- Promotional activities unrelated to Safe Routes to School programs or a scenic or historic highway program
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas, and pavilions, etc.
- Construction of welcome or visitor centers
- Replicating a historic building
- Acquisition of scenic easements and scenic or historic sites, and scenic or historic highway programs (including tourist and welcome center facilities). Note: Acquisition of easements are eligible for historic preservation and rehabilitation of historic transportation facilities; and bicycle and pedestrian facilities

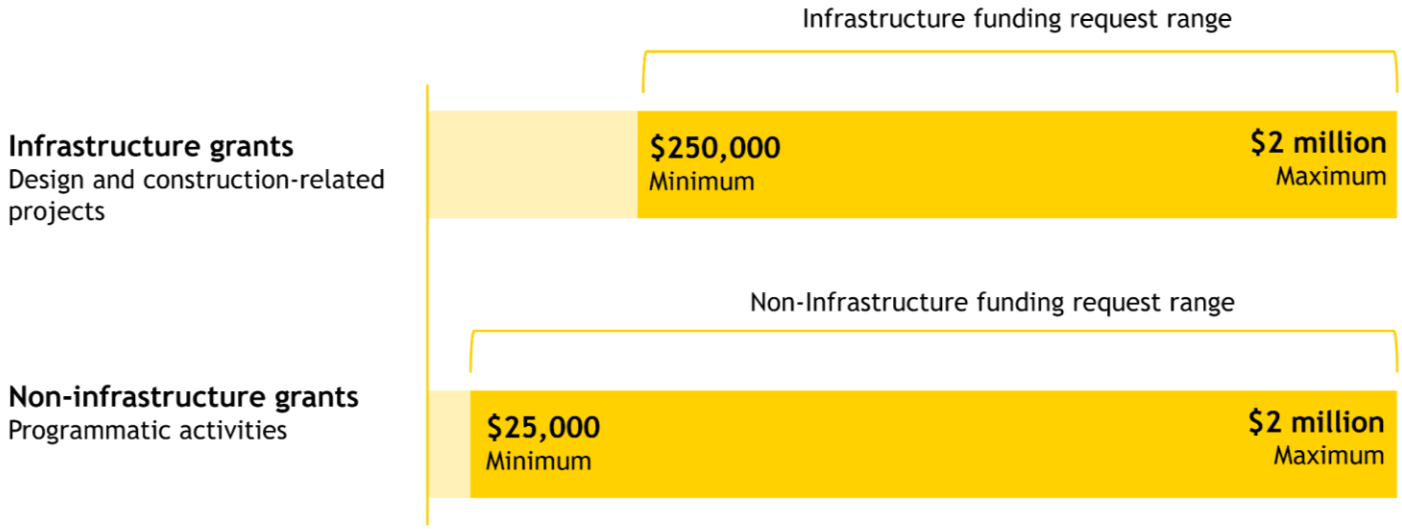
- Landscaping and other scenic beautification unrelated to streetscaping and corridor landscaping as buffers between traffic and bicycle/pedestrian infrastructure
- Historic preservation, and rehabilitation and operation of historic buildings, structures, or facilities (including historic railroad facilities and canals) that are NOT defined as a historic transportation facility
- Archaeological planning and research. Archaeological activities must relate to impacts from the implementation of a transportation project eligible
- Establishment of transportation museums

Grant Types & Request Range

There are two types of grants offered for this call: infrastructure (design- or construction-related) and non-infrastructure (programmatic). The type determines which laws and monitoring requirements a grant funded project will adhere to. Infrastructure projects include design and/or construction of infrastructure that improves outcomes in the eligible project category. **Note that if grant funds will support any design or construction elements, it is considered an infrastructure grant type.** Non-infrastructure projects are solely planning, data collection and/or SRTS programmatic activities.

The amount of grant funds available to request depends on the grant type.

Figure 2. Grant Types and Request Range



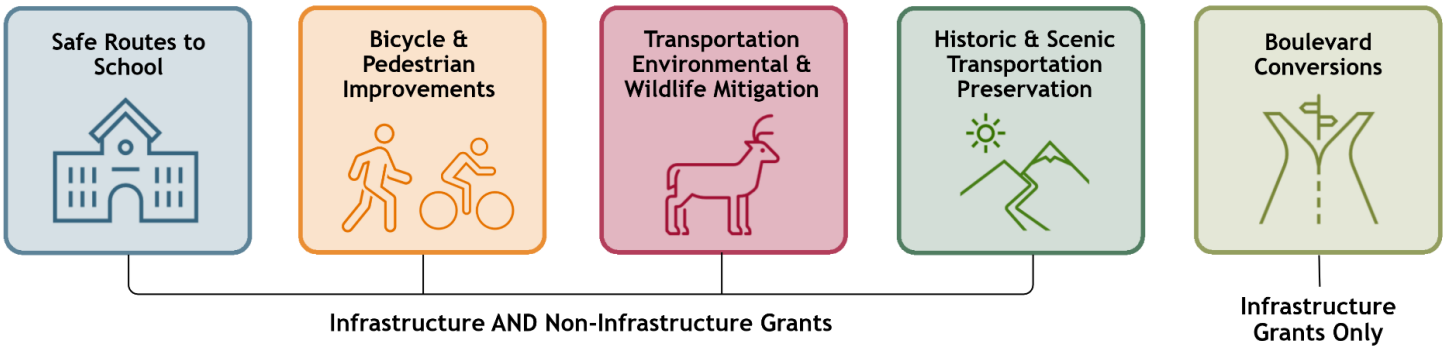
Infrastructure grants must request at least $250,000 and no more than $2 million in grant funds.

- Requests for supplemental funding for existing CDOT grant-funded projects is encouraged.
- For existing CDOT grant-funded infrastructure projects, there is no minimum request amount.

Non-infrastructure grants may request as little as $25,000 and no more than $2 million in grant funds.

Infrastructure and non-infrastructure grants may be awarded for projects of any category, with the exception of Boulevard Conversions. Only infrastructure grants are eligible under the Boulevard Conversation category.

Figure 3. Eligible Project Categories and Grant Types



Eligible Entities

To be eligible, applicants must be one of the following agencies in Colorado:

- Local governments: cities, towns, and counties,
- Regional transportation authorities and transit agencies,
- Natural resource or public land management agencies,
- School districts, local education agencies, and public or nonprofit private schools,
- Federally recognized tribal governments, and
- Metropolitan Planning Organizations (MPOs) representing areas with a population of 200,000 or under.

Agencies that are not eligible to apply may be involved in project delivery as a partner agency, with an eligible entity as the primary applicant. Please list in the

application any partner agencies that will be responsible for implementing an aspect of the project, such as:

- Non-profit organizations
- Business improvement districts
- Metropolitan Planning Organizations (MPOs) representing areas with a population of greater than 200,000 residents
- Transportation Planning Regions

Applicants must be eligible to receive federal government funding. To be considered eligible, applicants:

- Must have the authority to enter into a contract with the State.
- Must have an active status to receive federal funds. Federal regulations prohibit CDOT from awarding federal funds to any entity that has been excluded, suspended, or debarred from receiving federal contracts.
- Cannot currently have a project on the United States Department of Transportation Federal Highway Administration (FHWA) inactive projects report.

If you are currently ineligible for federal funding and would like to be considered for these grant funds, the deadline to move your agency or project into active status is February 19, 2027.

Funding Parameters

- **Reimbursement of Funds:** TAP and SRTS are both reimbursement-based grants. Therefore grantees will pay for work completed and request reimbursement after payment is made to the contractor, vendor or employee conducting the work.
- **Local Match:** Recipients must provide a minimum **20% local match** in cash or approved cash-equivalent, unless they qualify for a match waiver. Highway Safety Improvement Program (HSIP) and Multimodal and Transportation Mitigation Options Fund (MMOF) funds may be used as the local match for TAP grants.
- **Match Waiver Eligibility:** Select local governments are eligible for an eliminated local match requirement. The match waiver analysis was developed in partnership with multiple Colorado state agencies, and is based on a number of critical data factors. A comprehensive list showing match requirements for all local governments is available in Appendix A.

- **Timeframe for Expenditure:** Allocated funds typically have a four-year window for expenditure before lapsing under federal-aid regulations. Funding expiration dates are defined in award contract documents.

Funds Available

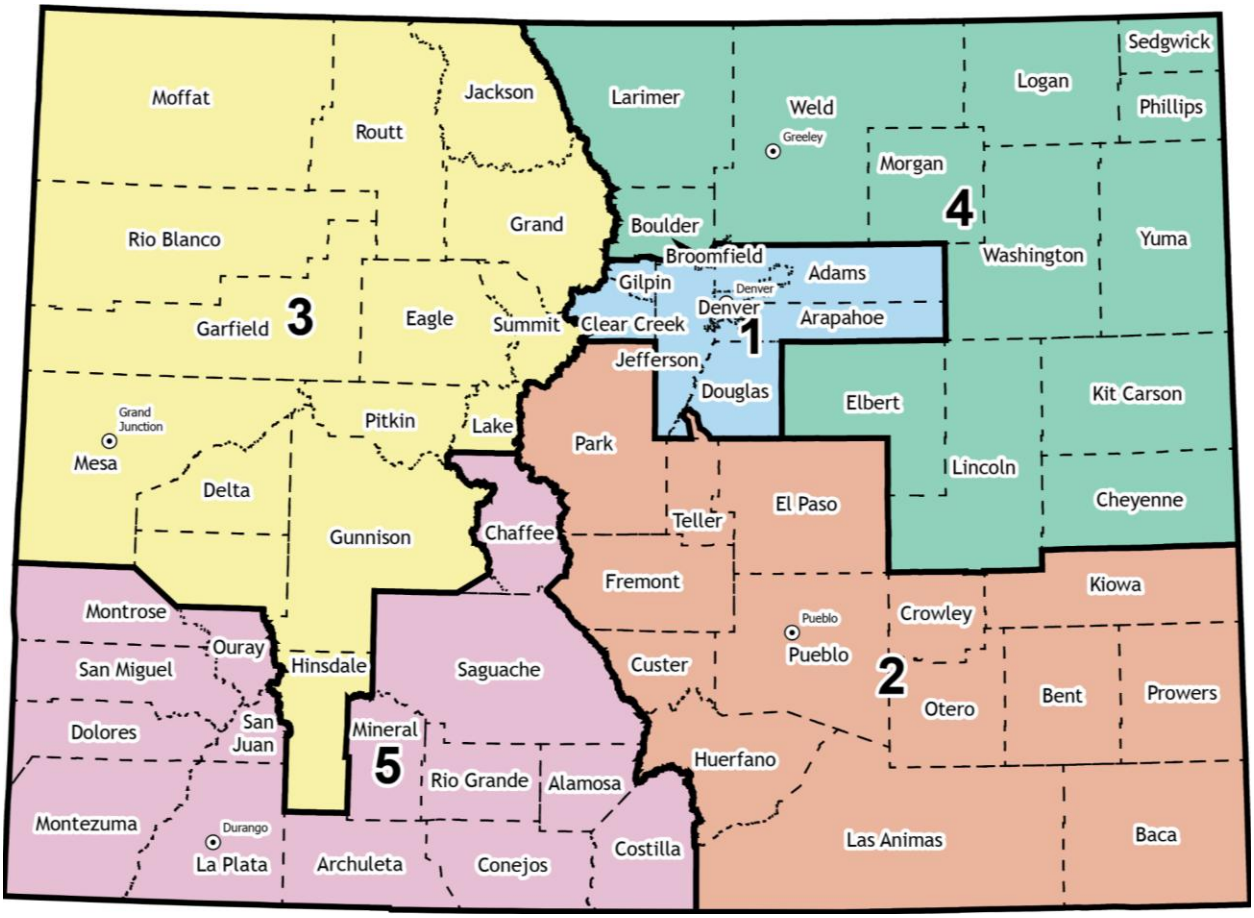
Availability of funds is based on federal allocations. This call's estimated budgets are categorized as follows, and are subject to change based on the availability of funding:

- SRTS Programs and Infrastructure projects: **$7.7M statewide.**
- TAP funding is allocated by CDOT Region as shown in Table 1.

Table 1. TAP budget by CDOT region

Region 1	Region 2	Region 3	Region 4	Region 5
$5.5M	$5.7M	$3.4M	$7.9M	$2.0M

Figure 4. The State of Colorado map showing CDOT's engineering regions by county.



Writing an informed application

Support Services Available

CDOT is available to provide guidance on project eligibility, best practices in grant writing for these programs, and whether these funding sources are the best fit for your project and agency. However, we are not able to provide specific writing advice or recommendations. To schedule a consultation, please email: active.insights@state.co.us.

Notes about this offering: As deadlines approach, staff availability and open consultation slots become increasingly limited. Please consider requesting time early in your brainstorming or drafting process, and well before any deadlines approach. If consultation demand exceeds staff availability, we will provide consultation for proposals on a first come, first served basis prior to program deadlines.

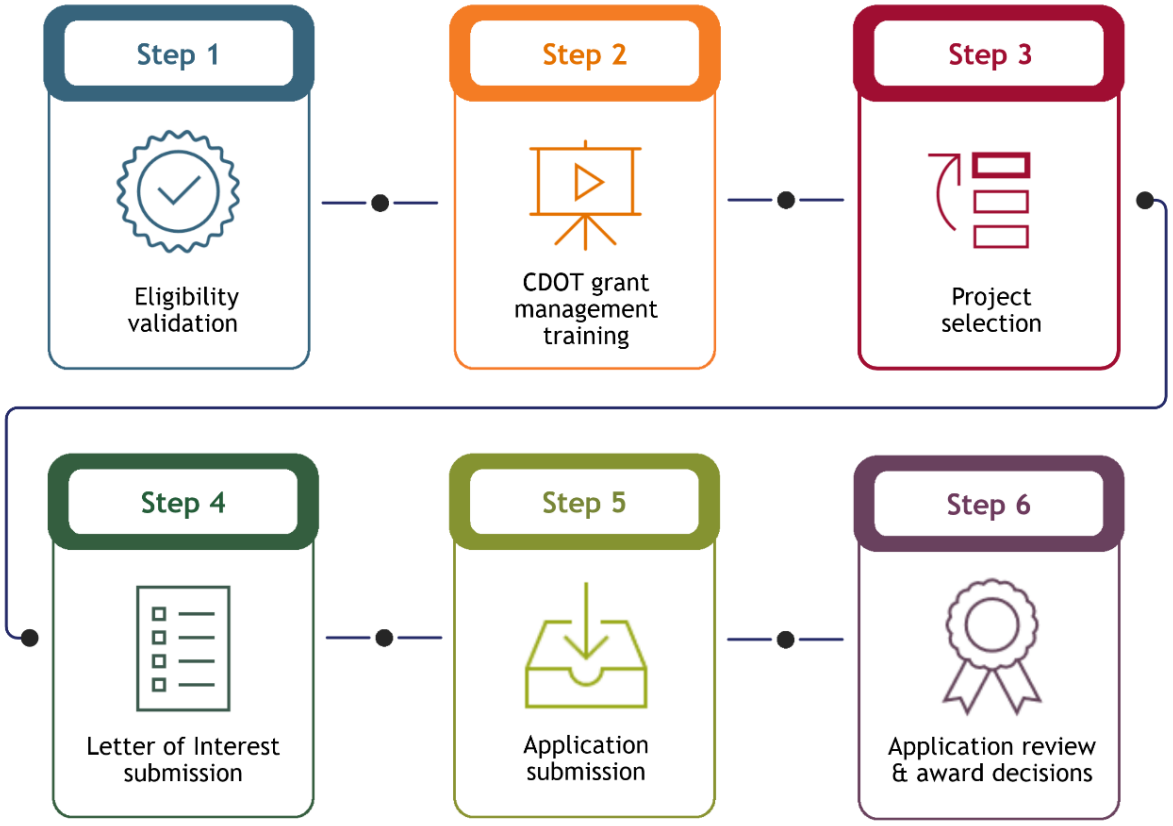


Three bike riders at Chatfield State Park. Photo by Stephen Martinez.

Application and Decision Process

The application and decision process has six steps. We recommend you follow the steps synchronously to ensure you feel prepared and meet the necessary deadlines. The applicant is responsible for steps one through five below.

Figure 5. Six-Step Application and Decision Process



Step One: Eligibility Validation

Ensure you are an eligible entity by reviewing the eligible entities section and validating your agency is on the list.

Step Two: CDOT Grant Management Training

If you are new to CDOT grants, or if you need to refresh your knowledge, learn what grants management looks like in practice by taking this training.

Step Three: Project Selection

Select your project(s) to pursue funding for. Ensure your project is eligible for funding from the category list provided.

Step Four: Letter of Interest Submission

Your Letter of Interest (LOI) is a submitted form that offers insight into your project application. Responses to the questions will help to inform CDOT coaching, if necessary, regarding your project's eligibility and level of readiness to receive these federal grant funds. You will be able to make necessary changes to the project scope, schedule and budget before submission of an application, which is a separate form. A LOI must be submitted first and before **December 15, 2026 by 11:59 PM**. No time extensions will be offered for this deadline. Submission well in advance of this deadline offers you more time to request consultation and/or input on your application. As part of the LOI review, CDOT will assess whether:

- The applicant entity is eligible to receive federal funding and has the authority to enter into a contract with the State.
- The LOI form is filled out correctly.
- The LOI is received by CDOT prior to the deadline.
- The project falls into one or more of the eligible project categories.
- The applicant does not currently have any other projects with CDOT that are on the FHWA inactive projects report.
- The project is staffed and prioritized appropriately to ensure completion within four years.
- The project can be accomplished within the schedule submitted, and all elements are achievable with the identified budget. If you have over extended or underestimated the scheduling, requested far too much or far too little funds, we will provide you with constructive feedback for consideration.

Step Five: Application Submission

If you are eligible for this grant call and your project qualifies, you will be invited to submit an application. Once your LOI has been submitted, reviewed and comments shared with you, you will receive a link to the grant application. The application will also be available prior to the LOI response if you prefer to begin drafting while you wait for LOI comments from CDOT. Applications must be submitted by **February 19, 2027 by 11:59 PM.** No time extensions will be offered for this deadline. Initial reviews of applications include:

- The application form is filled out correctly and includes all required attachments.
- The project location is mapped. Infrastructure projects will be required to be mapped via the online mapping tool for this call. The link will be located in

the online submission form. For instructions on how to map your project, see Appendix C.

- The application is received by CDOT prior to the application deadline.
- The applicant demonstrates how the project is eligible and falls into one or more of the eligible project categories.
- The application meets the project funding match requirements.
- Application provides evidence of local priority.
- The application has a clearly defined sustainability plan that proves the applicant's ability to keep the facility or program maintained and is inclusive and/or ADA compliant into the future.

Step Six: Application Review and Award Decisions

The process for determining awarded projects is similar to previous Calls for Projects. One notable change is that applications denied for SRTS funding will be considered for TAP funding. The project category you select in your application submission will determine which funding consideration path your application will follow.

Safe Routes to School

All active transportation investment projects within 2 miles of a K-12 school will be screened for Safe Routes to School grant funds first. This is a statewide competition. All final awards are determined by the Colorado Transportation Commission (TC). Recommendations to the TC are provided by a committee of knowledgeable and skilled professionals, known as the SRTS Advisory Committee, who are responsible for objectively reading, reviewing, evaluating and ranking grant applications according to the SRTS Grant Application evaluation scoring criteria. In addition, the committee is accountable to formally recommend which applications should receive grant funding to the TC. The committee is comprised of representatives from the following categories:

- Educators
- Parents
- Bicyclists
- Pedestrians
- Law Enforcement Personnel
- Two STAC representatives of MPOs or their designee
- Two STAC representatives of rural Transportation Planning Region (TPR) or their designee

Transportation Alternatives Program

All Safe Routes to School projects denied due to program funding limitations will be reviewed for TAP along with all other project categories. TAP funding reviews will occur within the geographic boundaries of the five CDOT regions, and compared against their competitors in that specific region. Five regional interdisciplinary review committees, one for each CDOT Region, and would include:

- Up to three CDOT regional representatives (e.g. planners, engineers, safety representatives)
- A CDOT bike/ped planner
- A CDOT transit planner
- The TPR Chair (or designee) from each TPR

All review committees will use the scoring categories and rubric in the tables below to make award recommendations.



Missing sidewalk adjacent to elementary school. Image credit: Google Earth.

Scoring Rubric

Scoring will be based on prioritized categories from current CDOT plans, intended program outcomes and data to reflect the greatest needs as identified across Colorado. Categories included in this prioritization effort are outlined in Table 2.

Table 2. Scoring Categories

Criteria	Quick Description
Safety	Enhance the safety of active transportation users by reducing unsafe environments. Specific focus will be on areas of the State that have the greatest opportunity for safety improvements for eligible project categories. In addition, the proposed project approach and intervention is right for the specific problem statement.
Mobility Choice	Increase the availability, accessibility, and convenience of active transportation, historic or scenic preservation activities, environmental or wildlife mitigation to create a complete network and address critical gaps.
Connected Communities	Promote connections among active transportation, transit, and the built environment to maximize the impact of investments. For active transportation projects, this includes proximity to essential destinations such as transit services, parks, trails, recreational destinations, educational institutions, and main street or lower-speed downtown environments. For historic, scenic, environmental, and wildlife projects, this criteria measures the economic impact of the project related to tourism and/or quality of life improvements.
Community Need	Areas of the state that have disproportionately higher public health and environmental impacts, ensuring equitable access to safe and convenient active transportation facilities for underserved and vulnerable populations. Evidence of community input, such as a local or regional plan.
Strategic Growth Compliance	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 here: https://dlg.colorado.gov/compliance-frameworkand-guidelines
Neighborhood Centers	Project located in or within 1 mile of an approved or pending application for designated Neighborhood Center or Transit Centers as identified by DOLA and defined in SB24-174 and/or HB24-1313

How the scoring rubric will be applied

All review committees will assign scores to each application from a combination of qualitative and quantitative measures. Quantitative measures applied to the corresponding scoring category are gathered from the data sources as identified, while qualitative measures will consider the factors outlined under each criteria area. Additional details about those criteria are found in table 3.

Table 3. Scoring Data Sources and Rubric

Criteria	Qualitative Data	Quantitative Data	Points
Safety	The extent to which the application describes any current safety issues, and includes evidence such as physical or perceived obstacles and risks to transportation users, such as crash history, traffic counts, community and school surveys or audits, etc. The extent to which the application clearly explains how the change will alleviate the identified safety issues. The completeness and relevance of evidence shared to support the project approach.	The primary data resource used for active transportation projects will be an adaptation of CDOT's Priority Active Connections Explorer (PACE) tool. CDOT crash data, including vulnerable road user crashes and wildlife-involved crashes. Applicants are encouraged to provide their own data to clearly identify safety concerns and validate intervention's safety improvements.	30
Mobility Choice	The extent to which the project proposal addresses critical gaps and meets existing demand and/or latent (unmet) demand for the intended audience. The relevance and current data to support existing or latent demand within the project location is demonstrated. The extent to which the project increases the availability, accessibility, and convenience of the improvement project category?	The primary data resource used for active transportation projects will be an adaptation of CDOT's Priority Active Connections Explorer (PACE) tool. Applicants are encouraged to provide their own data related to critical gaps and demand.	25

Connected Communities	The extent to which your project serves essential destinations such as transit services, parks, trails, recreational destinations, educational institutions, and main street or lower-speed downtown environments? The value of potential impact of the project to economy, tourism and/or quality of life improvements?	The primary data resource used for active transportation projects will be an adaptation of CDOT's Priority Active Connections Explorer (PACE) tool. Applicants are encouraged to provide their own data related to connectivity and economic development.	20
Community Need	Projects that directly improve areas that experience more than their fair share of environmental exposure, which can result in higher levels of environmental health harm are prioritized. The extent to which the project will impact vulnerable road users (children, older generations, or those with limited access to personal motor vehicles) and/or those who may experience greater social, health, economic or environmental disadvantages. The extent to which evidence is provided of community input, such as a long range plan, local action plan, and/or strategic plan with project priority lists.	The disproportionately impacted community definition created by the state legislature in 2021 identifies areas that experience higher environmental and health burdens. These areas are measured in Colorado Revised Statutes 24-4-109 and mapped on the Colorado Department of Public Health & Environment's disproportionately impacted communities map. Applicants are encouraged to provide their own data to support disproportionately higher needs in comparison to other Colorado communities.	TAP - 15 SRTS - 20

Strategic Growth Compliance	No qualitative data will be used for this category.	Strategic Growth law compliance dashboard Note: Eligible entities that are not subject to strategic growth compliance will receive full points. The purpose of the State of Colorado Strategic Growth Laws is that these areas and policies, over time, will achieve improvements in walkable and bikeable built environments increasing access to jobs, everyday needs, and, where possible, transit. These laws also recognize that housing, transit, environment, and affordability are inextricably linked and that Colorado has a strong and legitimate statewide interest in addressing population and development growth across regions to support the general health and welfare of Coloradans.	5
Neighborhood Centers	No qualitative data will be used for this category.	Evidence from DOLA and your records indicating the project is located in or within 1 mile of a designated or pending neighborhood center or transit center Note: The Neighborhood Centers program builds on local support for "mixed-use pedestrian-oriented neighborhoods." Community areas are voluntarily designated as Neighborhood Centers by local jurisdictions and receive approval from the Colorado Department of Local Affairs. Areas designated as Transit Centers within a Transit-Oriented Community under HB24-1313 automatically qualify as a Neighborhood Center for the purposes of state agency grant prioritization. Projects will receive points if they are within 1 mile of either a designated or pending Neighborhood Center (not applicable for safe routes to school funded projects) - As identified in SB24-174 and HB24-1313.	TAP - 5 SRTS - 0



Crosswalk with Rectangular Rapid Flashing Beacon. Image courtesy of Jefferson County, Colorado.

How to submit an LOI and application

Please digitally submit a completed TAP/SRTS grant LOI, and if invited, subsequent application form, and the requested and required attachments. Please remember:

- Incomplete applications will not be considered in the selection process.
- Submission materials will not be returned to the applicant.
- Both submission deadlines are firm:
    - LOIs will be accepted between October 30th and **December 15th, 2026**.
    - Applications will be accepted after CDOT provides LOI comments to the applicant, and before **February 19, 2027**.

Access the digital LOI here.

After submitting an LOI, you may prefer to begin writing the full application before receiving feedback from CDOT regarding compliance and readiness. The application submission link will be emailed to the applicant once an LOI has been submitted, reviewed, approved and feedback provided electronically to the LOI submission contact provided at the time of submission. Therefore you may not submit an application until your link is received via email. Please note that it is your responsibility to integrate the recommendations provided by CDOT into your project and application submission. If formal recommendations were provided that are critical to safety, connectivity or mobility choice and are not integrated into the application, please clearly identify why and provide complementary research or data to support your reason. Note: We will not accept applications emailed directly to CDOT staff.

In addition to your completed application, these are also requested:

1. Infrastructure projects (design- or construction-related):
    a. The project location is mapped. Projects will be required to be mapped via the online mapping tool for this call. The link will be located in the online submission form. For instructions on how to map your project, see Appendix C.
    b. Attachments:
        i. Sketches/drawings
        ii. Current condition photos
        iii. ROW or easement evidence, if available.
2. All projects: Optional attachments that support your application can include:
    a. Letters of support, please feel free to add up to 3 that are recent and most relevant
    b. Relevant action plan, long-range plan (relevant sections only please) or strategic plan
    c. Relevant local interest evidence via survey results, such as parent or student surveys, local community priorities, etc.



A celebration of Safe Routes to School. Photo by Evan Semón.

Grant Management

Managing a federally funded transportation project comes with expectations of adherence to applicable federal, state, and local laws and policies. Each project will be accountable for the laws and policies that apply to the specific deliverables and elements in a project. The common laws and policies include, but are not limited to:

1. Non-discrimination and elimination of conflicts in decision making
2. Compliance with the Code of Federal Regulations, specifically 2 CFR Part 200, also known as the Uniform Guidance.
3. All grant funds are reimbursed to a grantee after proper evidence of payment to the vendor is provided.
4. Evidence of the full project or product delivered and all necessary final documentation will activate final grantee payment and project close out.
5. Prevailing Wage: All federal grant-funded infrastructure projects must pay Davis-Bacon wages regardless of location.
6. Administration Compliance: This includes, but is not limited to, adhering to CDOT monitoring requirement steps and deadlines, including regular submission of requests for reimbursement and project progress updates.
7. Public Access & Accessibility: Completed projects must be open to the general public and fully compliant with applicable laws and ADA standards.

Each approved grant project will begin the process of accepting a grant with the following steps:

1. CDOT will incorporate the project into the Statewide Fiscal Year Transportation Improvement Plan (STIP).
2. You will complete a formal risk assessment. This tool is used to determine your monitoring schedule.
3. Together, CDOT and you will finalize the scope of work elements and supporting budget. This step involves validating the project elements listed in your application with your CDOT project manager, and translating them into a contracting formatted document, which will be added to your grant contract.
4. CDOT will establish a monitoring schedule. This includes how often you will submit a project progress report and requests for grant funds reimbursement.
5. You will review, and agree to the grant terms, and finalize a formal CDOT grant contract.

What occurs next depends on the type of project your grant funds will pay for. Throughout the course of your grant, you will have one primary CDOT project manager to send all materials to, work through any questions or idea considerations with, and consider inviting to your end of grant celebration. Please reach out to that contact with any questions, even reminders of your deadlines or documents to submit. CDOT's role is to guide you through the process of grants management of Federal funds, so please utilize that contact as a resource.

Infrastructure Grants

As a reminder, infrastructure grants consist of the design and/or construction of infrastructure that improves the eligible project category. CDOT's objective is to help selected grantees successfully complete their projects while ensuring they satisfy all federal and state requirements. Please refer to the CDOT Local Agency Manual to learn what complying with state and federal requirements entails. Following these required elements ensures all funds spent can be reimbursed by the federal grant.

Non-Infrastructure Grants

Non-infrastructure grants are solely planning, data collection and/or SRTS programmatic activities. The grants also have laws to comply with, but far fewer. If your project is awarded, you will be accountable to a monitoring schedule, compliance elements and reimbursement request deadlines but you will not have to be reviewed for physical clearances such as land ownership, wildlife interactions and other physical land and environmental consideration laws. The steps involved are:

1. CDOT will seek a categorical exclusion from NEPA clearances. More information can be found in the CDOT NEPA Tools section of the CDOT NEPA Manual.
2. CDOT will ensure the pre-evaluation steps have been completed.
3. We will establish deadlines for project progress updates and submission of grant reimbursement requests.
4. The grant will kick off with a 'Notice to Proceed' email and virtual meeting.
5. CDOT will ensure you have all the necessary documents, deadlines, award conditions and tools to feel successful in completing the grant funded project.

Evaluation

Evaluating the effectiveness of your project intervention is important to understand if the project achieved the outputs it was intended to. At the end of a grant-funded project, you will be expected to conduct project closure steps which include an in-person walk through at the project site, or submission of photos that show completion of all project scope elements. This will also include the submission of final and signed documentation identifying completion of construction and/or programmatic work and submission of a completed post-project evaluation form. CDOT values the work you have invested and hopes you celebrate this project's completion. Please let us know if we can support any communications or celebration efforts.



Road sign indicating the start of the Grand Mesa Scenic Byway. Photo by Sally Pearce.

Appendices

Appendices are included to provide additional information regarding specific topics found in this guidance document.

Appendix A: Match Waiver Eligibility
Appendix B: Acronym Dictionary
Appendix C: Application Map Tool Instructions



San Juan Skyway and Trail of the Ancients on America's Byways in Cortez, Colorado. Photo by Jon Leibowitz, Montezuma Land Conservancy

Appendix A

Transportation Alternatives and Safe Routes to School Programs

FFY 2027-2029 Funding

Match Waiver Eligibility

Select applicants may be eligible for a local match waiver. The match waiver analysis was developed in partnership with multiple Colorado state agencies, and is based on a number of critical data factors. Below is an alphabetical listing of match waiver eligibility. Note: match waiver is only applicable for applicants that do not have additional grant funds to pay for the local portion of the project cost. If the project is fully grant funded via this program or another program, match waiver is no longer required.

Entity	TPR	Match Rate Eligible
Adams County	Denver Area	20%
Aguilar town	South Central	0%
Akron town	Eastern	0%
Alamosa city	San Luis Valley	0%
Alamosa County	San Luis Valley	0%
Alma town	Central Front Range	0%
Antonito town	San Luis Valley	0%
Arapahoe County	Denver Area	20%
Archuleta County	Southwest	0%
Arriba town	Eastern	0%
Arvada city	Denver Area	20%

Aspen city	Intermountain	20%
Ault town	Upper Front Range	0%
Aurora city	Denver Area	20%
Avon town	Intermountain	20%
Baca County	Southeast	0%
Basalt town	Intermountain	20%
Bayfield town	Southwest	20%
Bennett town	Denver Area	20%
Bent County	Southeast	0%
Berthoud town	North Front Range	20%
Bethune town	Eastern	0%
Black Hawk city	Denver Area	0%
Blanca town	San Luis Valley	0%
Blue River town	Intermountain	20%
Bonanza town	San Luis Valley	0%
Boone town	Pueblo Area	0%
Boulder city	Denver Area	20%
Boulder County	Denver Area	20%
Bow Mar town	Denver Area	20%
Branson town	South Central	0%
Breckenridge town	Intermountain	20%
Brighton city	Denver Area	20%
Brookside town	Central Front Range	0%
Broomfield city	Denver Area	20%

Broomfield County	Denver Area	20%
Brush city	Upper Front Range	0%
Buena Vista town	San Luis Valley	0%
Burlington city	Eastern	0%
Calhan town	Central Front Range	0%
Campo town	Southeast	0%
Canon City city	Central Front Range	0%
Carbonate town	Intermountain	20%
Carbondale town	Intermountain	20%
Castle Pines city	Denver Area	20%
Castle Rock town	Denver Area	20%
Cedaredge town	Gunnison Valley	0%
Centennial city	Denver Area	20%
Center town	San Luis Valley	0%
Central City city	Denver Area	0%
Chaffee County	San Luis Valley	0%
Cheraw town	Southeast	0%
Cherry Hills Village city	Denver Area	20%
Cheyenne County	Eastern	0%
Cheyenne Wells town	Eastern	0%
City of Creede town	San Luis Valley	0%
Clear Creek County	Denver Area	0%
Coal Creek town	Central Front Range	0%
Cokedale town	South Central	0%

Collbran town	Grand Valley	0%
Colorado Springs city	Central Front Range/Pikes Peak Area	20%
Columbine Valley town	Denver Area	20%
Commerce City city	Denver Area	20%
Conejos County	San Luis Valley	0%
Cortez city	Southwest	0%
Costilla County	San Luis Valley	0%
Craig city	Northwest	0%
Crawford town	Gunnison Valley	0%
Crested Butte town	Gunnison Valley	20%
Crestone town	San Luis Valley	0%
Cripple Creek city	Central Front Range	0%
Crook town	Eastern	0%
Crowley County	Southeast	0%
Crowley town	Southeast	0%
Custer County	Central Front Range	0%
Dacono city	Denver Area/Upper Front Range	20%
De Beque town	Grand Valley	0%
Deer Trail town	Denver Area	0%
Del Norte town	San Luis Valley	0%
Delta city	Gunnison Valley	0%
Delta County	Gunnison Valley	0%
Denver city	Denver Area	20%

Denver County	Denver Area	20%
Dillon town	Intermountain	20%
Dinosaur town	Northwest	0%
Dolores County	Southwest	0%
Dolores town	Southwest	0%
Douglas County	Denver Area	20%
Dove Creek town	Southwest	0%
Durango city	Southwest	20%
Eads town	Southeast	0%
Eagle County	Intermountain	20%
Eagle town	Intermountain	20%
Eaton town	North Front Range	20%
Eckley town	Eastern	0%
Edgewater city	Denver Area	20%
El Paso County	Central Front Range/Pikes Peak Area	20%
Elbert County	Eastern	20%
Elizabeth town	Eastern	20%
Empire town	Denver Area	0%
Englewood city	Denver Area	20%
Erie town	Denver Area	20%
Estes Park town	Upper Front Range	0%
Evans city	North Front Range	0%
Fairplay town	Central Front Range	20%

Federal Heights city	Denver Area	0%
Firestone town	Denver Area/Upper Front Range	20%
Flagler town	Eastern	0%
Fleming town	Eastern	0%
Florence city	Central Front Range	0%
Fort Collins city	North Front Range	20%
Fort Lupton city	Denver Area/Upper Front Range	0%
Fort Morgan city	Upper Front Range	0%
Fountain city	Central Front Range/Pikes Peak Area	20%
Fowler town	Southeast	0%
Foxfield town	Denver Area	20%
Fraser town	Northwest	20%
Frederick town	Denver Area	20%
Fremont County	Central Front Range	0%
Frisco town	Intermountain	20%
Fruita city	Grand Valley	0%
Garden City town	North Front Range	0%
Garfield County	Intermountain	20%
Genoa town	Eastern	0%
Georgetown town	Denver Area	0%
Gilcrest town	Upper Front Range	0%
Gilpin County	Denver Area	20%
Glendale city	Denver Area	20%

Glenwood Springs city	Intermountain	20%
Golden city	Denver Area	20%
Granada town	Southeast	0%
Granby town	Northwest	0%
Grand County	Northwest	0%
Grand Junction city	Grand Valley	0%
Grand Lake town	Northwest	0%
Greeley city	North Front Range	0%
Green Mountain Falls town	Central Front Range/Pikes Peak Area	20%
Greenwood Village city	Denver Area	20%
Grover town	Upper Front Range	0%
Gunnison city	Gunnison Valley	0%
Gunnison County	Gunnison Valley	0%
Gypsum town	Intermountain	20%
Hartman town	Southeast	0%
Haswell town	Southeast	0%
Haxtun town	Eastern	0%
Hayden town	Northwest	20%
Hillrose town	Upper Front Range	0%
Hinsdale County	Gunnison Valley	0%
Holly town	Southeast	0%
Holyoke city	Eastern	0%
Hooper town	San Luis Valley	0%

Hot Sulphur Springs town	Northwest	20%
Hotchkiss town	Gunnison Valley	0%
Hudson town	Denver Area/Upper Front Range	0%
Huerfano County	South Central	0%
Hugo town	Eastern	0%
Idaho Springs city	Denver Area	0%
Ignacio town	Southwest	0%
Iliff town	Eastern	0%
Jackson County	Northwest	0%
Jamestown town	Denver Area	20%
Jefferson County	Denver Area	20%
Johnstown town	North Front Range	20%
Julesburg town	Eastern	0%
Keenesburg town	Upper Front Range	20%
Kersey town	North Front Range/Upper Front Range	0%
Kim town	South Central	0%
Kiowa County	Southeast	0%
Kiowa town	Eastern	0%
Kit Carson County	Eastern	0%
Kit Carson town	Eastern	0%
Kremmling town	Northwest	0%
La Jara town	San Luis Valley/Southeast	0%
La Plata County	Southwest	20%

La Salle town	North Front Range	20%
La Veta town	South Central	0%
Lafayette city	Gunnison Valley	20%
Lake City town	Gunnison Valley	0%
Lake County	Intermountain	0%
Lakeside town	Denver Area	0%
Lakewood city	Denver Area	20%
Lamar city	Southeast	0%
Larimer County	North Front Range/Upper Front Range	0%
Larkspur town	Denver Area	0%
Las Animas city	Southeast	0%
Las Animas County	South Central	0%
Leadville city	Intermountain	20%
Limon town	Eastern	0%
Lincoln County	Eastern	0%
Littleton city	Denver Area	20%
Lochbuie town	Denver Area/Upper Front Range	20%
Log Lane Village town	Upper Front Range	0%
Logan County	Eastern	0%
Lone Tree city	Denver Area	20%
Longmont city	Denver Area	20%
Louisville city	Denver Area	20%
Loveland city	North Front Range	0%

Lyons town	Denver Area	20%
Manassa town	San Luis Valley	0%
Mancos town	Southwest	0%
Manitou Springs city	Central Front Range/Pikes Peak Area	20%
Manzanola town	Southeast	0%
Marble town	Gunnison Valley	20%
Mead town	Denver Area/North Front Range	20%
Meeker town	Northwest	0%
Merino town	Eastern	0%
Mesa County	Grand Valley	0%
Milliken town	North Front Range/Upper Front Range	20%
Mineral County	San Luis Valley	0%
Minturn town	Intermountain	20%
Moffat County	Northwest	0%
Moffat town	San Luis Valley	0%
Monte Vista city	San Luis Valley	0%
Montezuma County	Southwest	0%
Montezuma town	Intermountain	20%
Montrose city	Gunnison Valley	0%
Montrose County	Gunnison Valley	0%
Monument town	Pikes Peak Area	20%
Morgan County	Upper Front Range	0%
Morrison town	Denver Area	20%

Mount Crested Butte town	Gunnison Valley	20%
Mountain View town	Denver Area	20%
Mountain Village town	Gunnison Valley	0%
Naturita town	Gunnison Valley	0%
Nederland town	Denver Area	20%
New Castle town	Intermountain	20%
Northglenn city	Denver Area	20%
Norwood town	Gunnison Valley	0%
Nucla town	Gunnison Valley	0%
Nunn town	Upper Front Range	20%
Oak Creek town	Northwest	0%
Olathe town	Gunnison Valley	0%
Olney Springs town	Southeast	0%
Ophir town	Gunnison Valley	20%
Orchard City town	Gunnison Valley	0%
Ordway town	Southeast	0%
Otero County	Southeast	0%
Otis town	Eastern	0%
Ouray city	Gunnison Valley	20%
Ouray County	Gunnison Valley	0%
Ovid town	Eastern	0%
Pagosa Springs town	Southwest	0%
Palisade town	Grand Valley	0%
Palmer Lake town	Denver Area/Pikes Peak Area	20%

Paoli town	Eastern	0%
Paonia town	Gunnison Valley	0%
Parachute town	Intermountain	0%
Park County	Central Front Range	0%
Parker town	Denver Area	20%
Peetz town	Eastern	0%
Phillips County	Eastern	0%
Pierce town	Upper Front Range	20%
Pitkin County	Intermountain	20%
Pitkin town	Gunnison Valley	20%
Platteville town	Denver Area/North Front Range/Upper Front Range	20%
Poncha Springs town	San Luis Valley	0%
Pritchett town	Southeast	0%
Prowers County	Southeast	0%
Pueblo city	Pueblo Area	0%
Pueblo County	Pueblo Area	0%
Ramah town	Central Front Range	0%
Rangely town	Northwest	0%
Raymer (New Raymer) town	Upper Front Range	0%
Red Cliff town	Intermountain	20%
Rico town	Southwest	0%
Ridgway town	Gunnison Valley	0%
Rifle city	Intermountain	20%

Rio Blanco County	Northwest	0%
Rio Grande County	San Luis Valley	0%
Rockvale town	Central Front Range	0%
Rocky Ford city	Southeast	0%
Romeo town	San Luis Valley	0%
Routt County	Northwest	20%
Rye town	Pueblo Area	0%
Saguache County	San Luis Valley	0%
Saguache town	San Luis Valley	0%
Salida city	San Luis Valley	0%
San Juan County	Southwest	0%
San Luis town	San Luis Valley	0%
San Miguel County	Gunnison Valley	20%
Sanford town	San Luis Valley	0%
Sawpit town	Gunnison Valley	0%
Sedgwick County	Eastern	0%
Sedgwick town	Eastern	0%
Seibert town	Eastern	0%
Severance town	North Front Range/Upper Front Range	20%
Sheridan city	Denver Area	0%
Sheridan Lake town	Southeast	0%
Silt town	Intermountain	20%
Silver Cliff town	Central Front Range	0%

Silver Plume town	Denver Area	0%
Silverthorne town	Intermountain	20%
Silverton town	Southwest	0%
Simla town	Eastern	0%
Snowmass Village town	Intermountain	20%
South Fork town	San Luis Valley	0%
Springfield town	Southeast	0%
Starkville town	South Central	0%
Steamboat Springs city	Northwest	20%
Sterling city	Eastern	0%
Stratton town	Eastern	0%
Sugar City town	Southeast	0%
Summit County	Intermountain	20%
Superior town	Denver Area	20%
Swink town	Southeast	0%
Teller County	Central Front Range/Pikes Peak Area	0%
Telluride town	Gunnison Valley	20%
Thornton city	Denver Area	20%
Timnath town	North Front Range	20%
Trinidad city	South Central	0%
Two Buttes town	Southeast	0%
Vail town	Intermountain	20%
Victor city	Central Front Range	0%

Vilas town	Southeast	0%
Vona town	Eastern	0%
Walden town	Northwest	0%
Walsenburg city	South Central	0%
Walsh town	Southeast	0%
Ward town	Denver Area	0%
Washington County	Eastern	0%
Weld County	Denver Area/North Front Range/Upper Front Range	20%
Wellington town	Upper Front Range	20%
Westcliffe town	Central Front Range	0%
Westminster city	Denver Area	20%
Wheat Ridge city	Denver Area	0%
Wiggins town	Upper Front Range	0%
Wiley town	Southeast	0%
Williamsburg town	Central Front Range	0%
Windsor town	North Front Range	20%
Winter Park town	Northwest	20%
Woodland Park city	Central Front Range	20%
Woodland Park city	Pikes Peak Area	20%
Wray city	Eastern	0%
Yampa town	Northwest	0%
Yuma city	Eastern	0%
Yuma County	Eastern	0%

Appendix B

Transportation Alternatives and Safe Routes to School Programs

FFY 2027-2029 Funding

Acronym Dictionary

Many entities enjoy the use of acronyms to quickly discuss important items. This can be helpful in quick conversations between people who already know the definitions of each acronym mentioned. However, we prefer to clear any barriers on your reading path with this acronym dictionary relevant for this call for projects. Here you will find the most commonly used acronyms mentioned in the Grantee Guidance document.

Acronym	Defined
CDOT	Colorado Department of Transportation
FHWA	United State Department of Transportation Federal Highways Authority
K-12	Kindergarten to Twelfth School Grade Levels
ADA	Americans with Disability Act of 1990
TAP	Transportation Alternatives Program
SRTS	Safe Routes to School
MPO	Metropolitan Planning Organization
M	Million
LOI	Letter of Interest

TC	Transportation Commission
TRP	Transportation Planning Region
PACE	Priority Active Connections Explorer
DOLA	Colorado Department of Local Affairs
NEPA	National Environmental Policy Act
STIP	Statewide Transportation Improvement Plan



Photo of mudslide results in the Poudre Canyon. Photo by CDOT Staff.

Appendix C

Transportation Alternatives and Safe Routes to School Programs

FFY 2027-2029 Funding

Application Map Tool Instructions

CDOT has developed a TAP and SRTS Application Map Tool to collect the geographic locations of proposed infrastructure projects. CDOT will use these location records to assess projects against the quantitative scoring criteria.

When submitting your application, please take the following steps to record your infrastructure project location. Be sure to complete this by the application deadline of February 19, 2027.

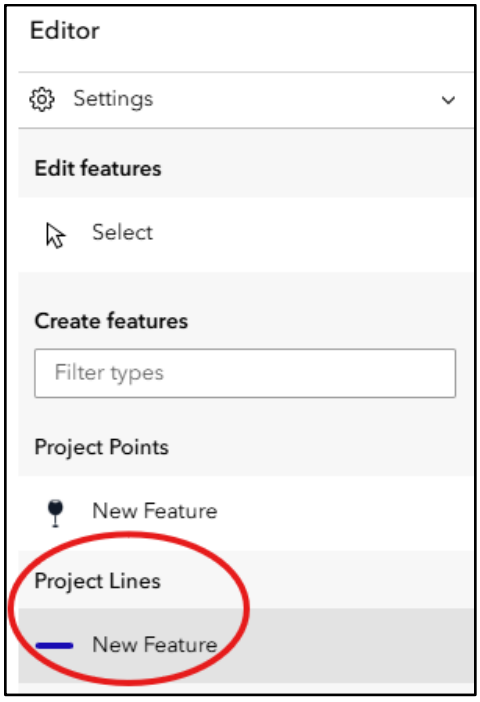
This is required for infrastructure projects only. If you are submitting an application for a non-infrastructure project, you do not need to complete this step.

How to add a project location

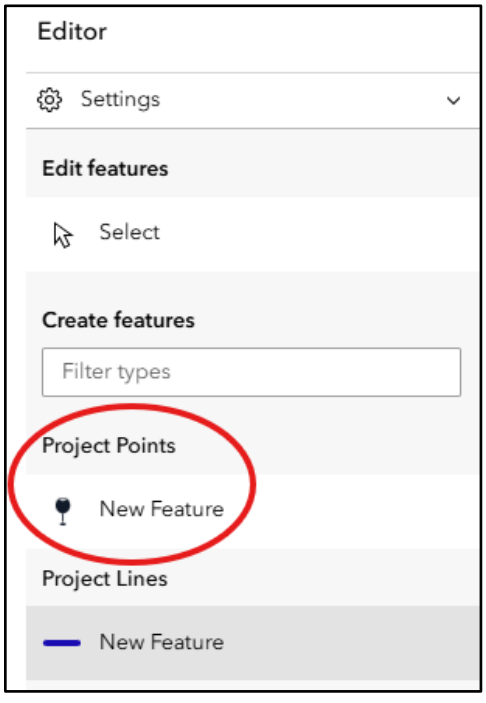
1. Access the map tool via this link.
2. Find your exact project location by zooming in and out using your computer pointer device, or the "+" and "-" buttons located in the upper left corner of the map. Pan by clicking and holding your pointing device as you hover over the map. Do this until you have the full extent of your project location within view.
    a. You can also zoom to a specific location using the search function. Click on the magnifying glass icon in the upper right corner of the map and type a location in the search bar. You can type in an address, a road, an intersection, or a city/town/county.



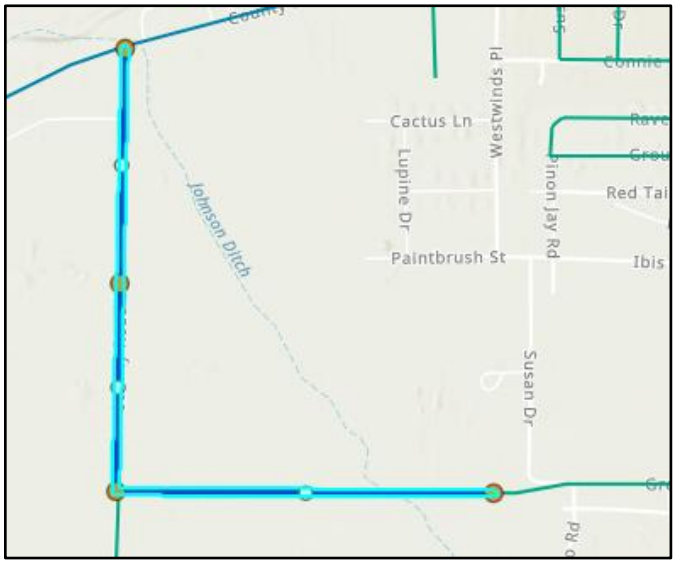
3. Once you have located your exact location, select “New Feature” from the sidebar on the left.
    a. If your project is linear (e.g. sidewalk improvements on Main Street between 1st and 2nd Avenues), select “Project Lines”.



    b. If your project is limited to a point location (e.g. a scenic turnout point), choose “Project Points.”

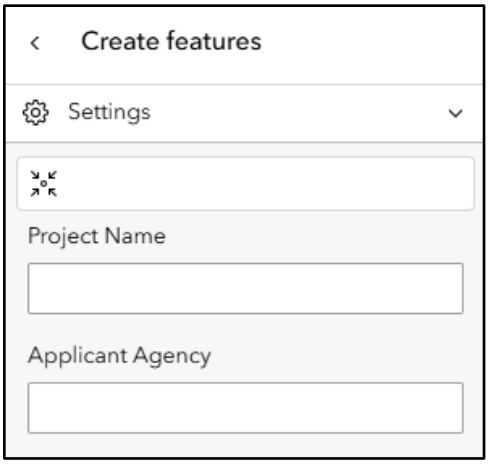


4. If you are creating a Project Line feature, you will need to draw a line that follows the extent of your project.
    a. Click on the location where your project begins.
    b. Move the pointer and click as needed to add points to the line (i.e. anywhere the project changes direction, such as at a corner or curve). To make drawing easier, if you are drawing on top of an existing road feature (in blue, green, gray, or red), the line will snap to the feature.
    c. Double click to finish the drawing.
    d. *Note: you can select different line types from the menu, but we recommend using the default straight line segment.*



5. If you are creating a Project Point feature, click once on the map where your project is located.

6. Once you complete your drawing, two editable fields will appear in the left sidebar. Enter the name of the project under “Project Name” and your agency’s name under “Applicant Agency.”

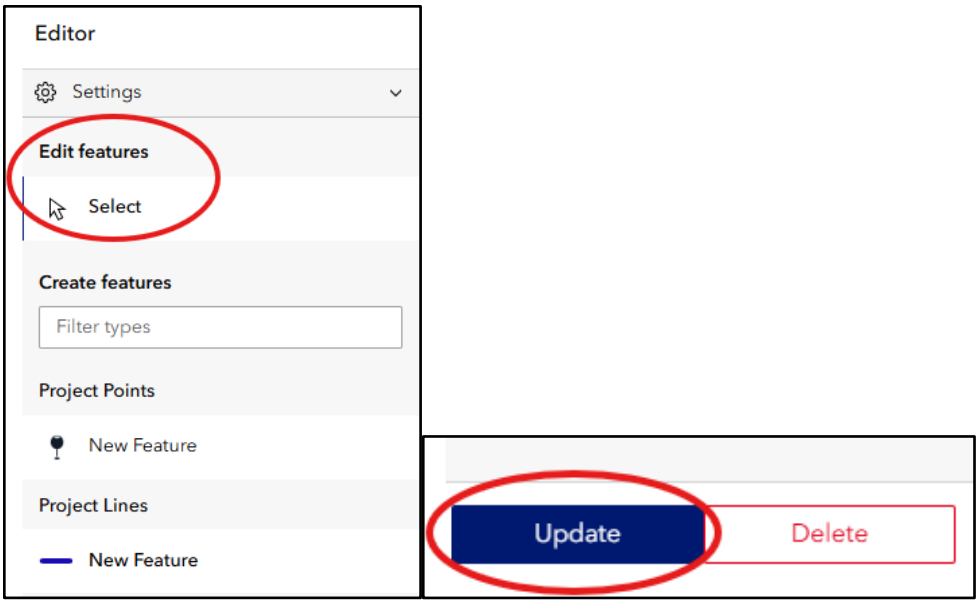




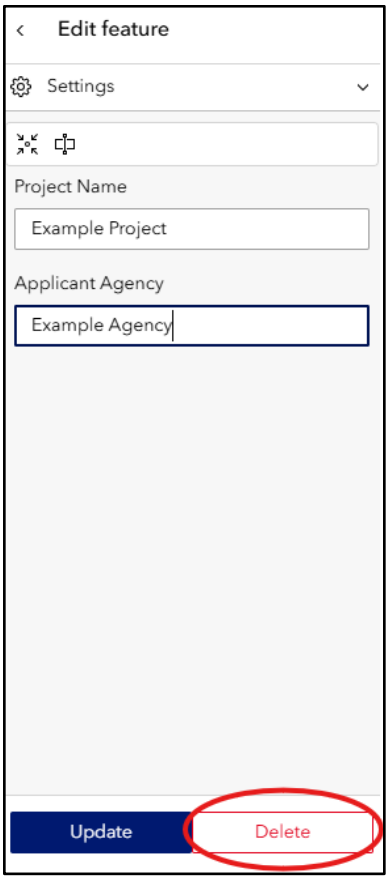
7. When you are finished, click “Create” at the bottom of the sidebar to finalize your project drawing. Your project location has now been recorded.



8. If you need to edit your Project Line or Point feature after it has been created, first click the back button to the left of “Create Features” in the left sidebar to return to the Editor menu. Then click on “Select” under “Edit Features” in the left sidebar. Click on the project feature in the map to highlight it, then select and move the points with your computer pointing device. When you are finished, click “Update” from the left sidebar menu to save your changes.



9. If you need to start over, select your project feature by clicking on it and select “Delete” from the left sidebar menu. Re-draw your project feature starting again at step 1.



If you have questions or need assistance, please contact active.insights@state.co.us.