

Revitalizing Main Streets (RMS)

Opportunity 2: Small Multimodal and Economic Resiliency Grant

Eligibility Rules

Overview

This grant program is to fund active transportation infrastructure improvements that will support downtown vitality and the built environment, encourage economic development, support community access to public streets and multimodal transportation, and imagine innovative uses of public spaces for people.

Eligibility



Maximum CDOT grant award per project: \$250,000. Minimum grant award per project: \$10,000.

Note: Minimum match amount required is 10% of total project cost.



Projects must be located in the state of Colorado. On-CDOT system and off-CDOT system projects are eligible. *Note:* if a project impacts a state right of way, a Special Use Permit is required.



Expenses that are exempt from award, if awarded:

- Planning, design or community engagement expenses are not allowed. Readiness to build the project is part of the scoring criteria, and the CDOT funded portion of the project must be fully constructed within 12 months.
- Work completed prior to contract execution with CDOT is not eligible for reimbursement nor can it count toward the 10% match requirement.
- Staff or volunteer time is not eligible to meet the match requirements.
- Additional costs for an existing CDOT Safer Main Streets or RMS grant award



Applicants must be one of the following:

- Local Governments
- Business Improvement Districts
- Council of Governments, on behalf of a local jurisdiction and with proof of support from that local jurisdiction
- University or College

Project Types: A non-exhaustive list of project types examples is below:

- Expand sidewalks to increase ADA accessibility, or extend current sidewalks;
- Increase walking trails throughout downtown areas;
- Add separated bicycle lanes;
- Increase street landscaping with a landscaped street buffer, street trees or planter boxes in walking areas or sidewalks;
- Reduced speed limits to allow for safer walking and biking;
- Add a parklet into the downtown area;



- Increase pedestrian amenities such as benches, sidewalk lighting or drinking water fountains in walking or bicycle riding areas of downtown districts
- Public art features may be included to enhance safety and encourage multimodal choices, not to exceed 10% of the grant request.

Application & Review Process

1. Complete and submitted [applications](#) will be reviewed. A few items to note:
 - Applicants shall acknowledge within the application their responsibility to follow all applicable federal (such as ADA) and state laws, and commit to comply with their local procurement codes that identify appropriate competitive bidding procedures.
 - Projects requiring local agency concurrence (projects involving transit service, facilities, maintenance, within rights-of-way, or otherwise in need of involvement) must provide an official agency response from the applicable CDOT Region staff with the application submission.
 - If the applicant intends to use State Right-Of-Way as part of their Revitalizing Main Streets application, a special use permit will be required. Be aware the special use permit may require you to submit additional information, and may extend your preparation timeline. The online permit can be found at the following link: <https://www.codot.gov/business/permits/utilitiesspecialuse/online-permit-application>. Once the online permit is submitted please email your CDOT region contact. *Note:* they are only the contact for your permit, not for your grant award.
 - If approved, the submitted and approved application scope becomes the work agreement that the applicant at a minimum must complete.
2. [Applications](#) may be submitted at any time to cdotmainstreets@state.co.us. Application deadlines will be the last Wednesday of *every other month*. Applications will be reviewed two weeks after submission and applicants will be notified of the review committee decision within two weeks after a decision is made. Deadlines for the 2023 reviews are as follows:

Submission Deadline	Application Review Date (Week of)	Notice of Review Committee Decision (Week of)
January 25, 2023	Feb. 6-10	Feb. 20-24
February 22, 2023	March 6-10	March 20-24
March 29, 2023	April 10-14	April 24-28
May 31, 2023	June 12-16	June 26-30
July 26, 2023	Aug. 7-11	Aug. 21-25
September 27, 2023	Oct. 9-13	Oct. 23-27
November 29, 2023	Dec. 11-15	Dec. 18-22

3. Grants will be reviewed by a panel that will score and evaluate projects. Review committee panel may include staff from various CDOT and state agency divisions, including:
 - CDOT Division of Transportation Development
 - CDOT Region representatives (Traffic and Engineering)
 - CDPHE Representative
 - CEO Representative
 - DOLA Representative

4. The review committee scoring process will work as follows:
 - The minimum score for a project to be eligible for an award is 80 points. A score of 80 or above, however, does not guarantee funding or approval. The top 2-3 scores for that review committee session are awarded grants. Projects that scored an 80 but were not awarded (due to monthly budget) may be asked to resubmit for future reconsideration.
 - Evaluation criteria is as follows:

Category	Summary	Point Criteria (0-30)	Weight (%)
Downtown Vitality and the Built Environment	Supports downtown vitality and a built environment that encourages economic development, healthy active lifestyles, and a mix-of-uses. Supports local community goals that are appropriate for the size and context of the community (urban, rural, mountain resort, suburban, large, small, high-revenue, low-revenue, etc)	5: The project is highly exceptional in its support of vitality of downtowns, community gathering spaces, and/or built environment best practices. It is appropriate for community context, encouraging active use of public space within the streetscape or other community gathering places. The applicant demonstrates how the project fits into a larger strategy to create vitality in the area. 4: The project provides clear benefits in the above areas. 3: The project provides some benefits in the above areas, but is not above average. 2: The project provides little benefits in the above areas. 1: The project will have no positive impacts on the vitality and the built environment.	35%
Active Transportation and Safety	Supports community access to public streets and multimodal transportation infrastructure that safely accommodates all	5: The project installs long-term multimodal infrastructure improvements, increasing access and safety for all modes of transportation; including pedestrian and bike crossings, intersection improvements, signage, 4: The project installs temporary multimodal infrastructure improvements, increasing	35%



	modes of travel.	access and safety for multiple modes of transportation. 3: Improvement to one mode of multimodal transportation 2: Improvement to multimodal transportation is not specifically referenced or implied, but is addressed in other ways. 1: Improvement to multimodal transportation is unclear. 0: Project has no tangible components that will improve access to ROW for all modes of travel (i.e. Long-term studies) <u>or</u> the project hinders access to ROW for multimodal transportation.	
Readiness of Implementation	The degree to which a project is “shovel ready,” offering quick, tangible benefits to communities. Include a Project Schedule with Milestone dates.	Based on the project schedule provided: 5: Project is substantially completed within 12 months after PO execution. Substantial completion excludes seasonal dependencies and supply chain delays. 0: The project will take longer than 12 months or is already implemented (ineligible).	10%
Equity and access for low-income and disadvantaged users	Describes how the project addresses safe access to opportunity and mobility for residents of all ages, races, languages, incomes and abilities, including vulnerable users.	5: Project is within, or will positively impact, a community that experiences disadvantages or disadvantaged groups, and clearly describes how it will address equity and accessibility. 3: Project presents reasonable strategies to address equity and accessibility. 1: Project does not address equity or accessibility 0: Project hinders equity and accessibility.	10%
Public Support/ relationship to community plans	The extent to which the applicant demonstrates public support.	Applicants may demonstrate public support through either: the project's connection to community plans created with community input (preferred), OR letters of public support.	5%
Local Match	A local match of 10% is required.	Eligible - Match details provided in application Ineligible - No Match details provided in application.	N/A
Other Considerations: Innovation, Value of project benefits in relation to amount of CDOT funds requested, Scalability, Cost-Benefit, and Regional Equity			5%



Innovation	Imagines innovative uses of public spaces to accommodate our new reality.	Innovative ideas that do not adhere to traffic control requirements will not be approved for funding. Be sure to check safety and traffic codes before submitting applications.	
Scalability	Program activities are scalable and can begin quickly and easily.		
Cost-Benefit	Makes efficient use of funds and maximizes community benefit.		
Regional Equity	Regional Equity will be considered at a program level		

Project Awards and Implementation

Awarded projects must be able to fully implement the project within 12 months of receiving a fully-executed Purchase Order, excluding seasonal dependencies and unexpected supply chain delays. Applicants must provide a Project Schedule with estimated project milestones. Time extensions may only be granted for extenuating circumstances outside the control of the applicant (supply chain issues, lack of bids from contractors, construction reprioritizations due to emergency responses, etc).

Each applicant awarded funds will enter into an agreement with the Colorado Department of Transportation (CDOT) to implement. CDOT is the ultimate steward of these state funds. All awarded projects must agree to the [grant terms and conditions](#). Among other requirements in the agreement, CDOT will specify requirements for status reporting and reimbursement requests.

This is a reimbursement grant program, which means grantees must submit invoices to CDOT to then be reimbursed for project activity costs included in this application. Expenses incurred before contract execution are not eligible for reimbursement.

At the completion of the project, applicants shall submit a [close-out report](#) with photographs of completed improvements, narrative and data points representing the outcomes and the affirmation of the responsible party that all improvements were made in accordance with the representations (including any plans or specifications) identified in the grant application, scope of work, and any subsequent changes to the scope of work approved by CDOT. Among other requirements in the agreement, approved applicants may be required to report data on utilization, safety, delivery and traffic implications of the awarded project. If any element of the project varied from the above representations, the applicant shall identify them and provide an explanation for the changes. Select applicants may be required to attend a post-project debrief with CDOT and other state agency staff.