Revitalizing Main Streets

Opportunity 1 Larger Safety Infrastructure Grants (Round 2)

Pre-Application Workshop | January 6, 2022

COLORADO
Department of Transportation

Workshop Agenda

I. Opening Remarks
> Speaker: Rebecca White, *Director*, *Division of Transportation Development*

II. RMS Opp 1 (Round 2) Presentation
> Speaker: Fahad Khan, *Program Manager*, *Revitalizing Main Streets*

III. Q & A
Moderated by Nathan Lindquist, *Land Use Planner*, *Division of Transportation Development*

IV. Conclusion

➢ Send questions through the chat box
  ○ Nathan Lindquist will be addressing those questions as they are submitted
  ○ Please include:
    ■ *Your Local Agency or Organization*
    ■ *Your Question*

➢ At the end of the Programmatic Questions, we will open it to individuals who would like to unmute and ask a question.

- **Senate Bill 110 - March 2021**
  - Transferred $30 million from the General Fund to the State Highway Fund to be distributed to the Department of Transportation for the Revitalizing Main Streets and Safer Main Streets programs

- **Senate Bill 260 - June 2021**
  - Provided $22.16M in one-time-only ARPA funding allocation to the Revitalizing Main Streets Program
  - These funds are applied to this second round of Opp 1 RMS grant

Funding Source	Amount of Transfer	Date	Grant Type
SB110*	$30M* *$1.2M remaining; Will be applied towards Round 2 Opp 2 Grant*	March 2021	Opp 1 & Opp 2
SB260	$22M	June 2021	Opp 1
SB260	$3.4M	Annual Transfer, FY23 - FY24	Opp 2
SB260	$7M	annual transfer, FY25 - FY30	Opp 2

- This is Federal ARPA funding
- The application and scoring criteria have not changed, but the weighting of the criteria has been adjusted
- Previous applicants may resubmit their Round 1 application
- 1st Round Awardees
- A small amount of state (non-federal) funding may be available for applicants who have difficulty with federal requirements

CDOT is happy to provide tailored assistance to cities and counties particularly around the safety projects.

HQ: Fahad Khan fahad.khan@state.co.us (RMS Project Manager)
        Nathan Lindquist: nathan.lindquist@state.co.us (Project Support)
        David Swenka david.swenka@state.co.us (Safety Data Questions)

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Region 4 (Boulder, NE CO): Katrina Kloberdanz: katrina.kloberdanz@state.co.us

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Opportunity 1:
Larger Safety Infrastructure Grants

- Reduce fatal and serious injury crashes on the region's transportation system

- Support a transportation system that safely accommodates all modes of travel (i.e. driving, taking the bus or any transit system, walking, and biking)

- Improve transit access and multimodal mobility

- Support the development of connected urban/employment centers and multimodal corridors

- Provide safe access to opportunity and mobility for residents of all ages, incomes and abilities — including vulnerable users

- Help communities adjust to the new normal travel patterns caused by COVID-19

- Play an important and immediate role in job creation/retention and small business investment

Large Grants: $22 million (total)

- Capital Projects up to $2M

- One application submitted per jurisdiction

  - A jurisdiction is an individual local entity, so a City/Town and County can both apply, but CDOT will be looking for local coordination when applicable.

- On-system and Off-system Projects are eligible

- Design Expenses:

  - Allowed as long as concept is developed and clear enough for the review committee to score. Project readiness is part of the scoring criteria and projects need to be fully constructed with grant funding.

Award Timeline – Applications are due by February 4, 2022

- **Dec 6, 2021 – Feb 4, 2022:** Submit Applications
  - There is no benefit of submission prior to Feb 4, 2022.

- **Feb 4, 2021 – Mar 30, 2022:** Review and Score Applications

- **Apr 2022:** Announce Awards

- **Contracting Process Begins**

Scoring Breakdown on Page 4 in the Rules and Selection Document

➢ Safety (30%) - CDOT will assess Safety Performance and Value
  ○ Subscoring:
    ■ Strategic (20%)
    ■ Effectiveness (20%)
    ■ Equity (20%)
    ■ Value (20%)

➢ Promotes Active Transportation (30%) *Previously 10%*
  ○ Provides new and/or safer access to biking, walking, and transit

➢ Readiness (pass/fail) *Previously 10%*
  ○ The ability of the project to complete within the specified funding requirement
  ○ Regions will be completing a technical review

➢ Funding Need (5%) *Previously 10%*
  ○ Is this project possible without external funding?

➢ Economic Revitalization Benefits (20%) *Previously 10%*
  ○ AMI using Census data - link included in application

➢ Public Support (10%) *Previously also 10%*
  ○ Letters of support must be included
  ○ Points will vary depending on the level of public support and the studies conducted to measure and garner public support

➢ Local Match (10%) Previously also 10%
  ○ 20% encouraged
  ○ Lower match needs justification, or application will lose points

- **Eligibility of Round 1 Awardees**

  - Applicants who were awarded in Round 1 (announced in August 2021) are eligible to submit a different project for Round 2 consideration.

  - CDOT has a preference for geographic equity and awarding new grantees, but remains open to funding Round 1 awardees if they submit an exceptional project.

  - Please refer to the Rules and Eligibility document for further guidance on eligibility requirements and application scoring metrics

- Local Concurrence:
  - Application must include an official local response noting local concurrence.

- CDOT Concurrence (projects on state highway or within state ROW):
  - Concurrence is <u>not expected when the Application is submitted</u>.
  - Applicant must complete and submit <u>a Request for CDOT Concurrence Form</u> when the application is submitted (linked in the Additional Resources on the website).
  - This will begin an internal Concurrence Review alongside the Grant Committee Review.
  - If selected to receive funding, projects will require CDOT concurrence prior to award.

- Sidewalk and Streetscape Improvements
- Intersection Improvements to Accommodate Multimodal Transportation.
- Separated Bike Lanes and Trail
- Transit Access Improvements
- Link to Round 1 Grant Awardees

Programmatic Questions

Q: Is Right-of-Way (ROW) acquisition an allowable expense for these grant funds?
A: Yes, but to score well, ROW acquisition must be specifically tied to the project being delivered and needs to be addressed carefully in the Project Schedule.

Q: Is there a minimum safety requirement?
A: Safety is one of the key criteria, so it would be difficult for a project that has no safety benefits to score well. However, qualitative safety improvements in narrative form can be successful in addition to quantitative.

Q: Is public artwork an eligible expense?
A: Yes, limited public art features are eligible where such features are not the primary purpose of the application but are included to enhance safety and encourage multimodal choices (not to exceed $5,000).

Q: Is my project a good option for this grant opportunity?
A: We cannot advise as to whether a local agency should or should not apply for grant opportunities. We will encourage you to review the evaluation criteria; We can discuss what the criteria are - as well as assisting with some data collection if it's available to CDOT.

Q: Can I apply for both grant opportunities simultaneously?
A: Yes, communities can apply for both grant opportunities.

Q: The rules say that non-profit organizations, design firms, and contractors can partner with governmental agencies. What does that partnership look like?
A: The applicant would be the local government agency, but the application should note other local partners who would help complete the project. CDOT's contract will be directly with the applicant.

Q: Are planning/design expenses eligible for these grants?
A: Allowed expense as long as concept is clear for the review committee to score. Project readiness is part of the scoring criteria and projects need to be fully implemented with grant funding.

Q: Can these grant funds be used as match on federal projects?
A: These can be used as match on federal project as long as project hasn't started yet.

Q: Are off-system projects eligible for these grant funds?
A: Yes, these are allowed on local owned streets.

Q: Is a risk assessment required to be conducted?

Additional Questions?

Example Projects:
- CDOT website has example projects from across the state

General Questions: cdotmainstreets@state.co.us

Website: https://www.codot.gov/programs/revitalizingmainstreets

Program Information Sheet:
https://www.codot.gov/programs/revitalizingmainstreets/assets/revitalizingmainstreets_programinformation.pdf

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