

Revitalizing Main Streets (RMS)

Opportunity 2: Small Multimodal and Economic Resiliency Grant

Frequently Asked Questions

Overview

1. What is the purpose of this grant program?
 - 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.

2. How do I submit my application?
 - Complete [applications](#) may be submitted at any time to cdotmainstreets@state.co.us.

3. What are the deadlines for grant reviews in 2023?
 - 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)
Jan. 25, 2023	Feb. 6-10	Feb. 20-24
Feb. 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
Sept. 27, 2023	Oct. 9-13	Oct. 23-27
Nov. 29, 2023	Dec. 11-15	Dec. 18-22

Applicant Eligibility

1. Who is eligible to apply?
 - 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
2. Can a single jurisdiction submit multiple applications?
 - No, a jurisdiction may only submit a single application at a time.
3. What is the definition of a jurisdiction who can submit an application?
 - An individual vendor (a single entity according to the SOS) can submit an individual application. For example, a City and a County can each submit individual applications, but keep in mind the committee will be looking for public support and local coordination when evaluating applications.
4. The guidelines state that nonprofits can partner with a governmental agency. What does the partnership look like? Could this partnership submit more than one application?
 - The applicant would be the local municipality, but the application could/should include the other local partners who would be helping to complete the project. CDOT will contract with the local municipality, which will receive the funds. Please note that each municipality may only submit one application per review session, whether or not they are partnering with a nonprofit.
5. Which cities/counties in Colorado are eligible to apply?
 - All of them that are not currently in an award term.
6. Can multiple local mobility improvement projects in the same area be submitted as one project?
 - Yes, as long as the awarded entity agrees to be accountable for all funds approved, if approved.

7. Can unincorporated county roads in high-density rural areas be eligible? If so, are "off-system" projects eligible?
 - Yes, "off-system" projects are allowed on locally owned streets. These funds go to roads that are used by people, whether in rural or urban areas.

Funds

1. What are the required matching funds?
 - A 10% match is required of project costs, up to \$250,000. Note that for approved projects, each invoice submitted is required to contain that 10% match.
2. Under the new grant program, what is the maximum amount of funds a single applicant can receive from multiple applications?
 - Applicants are only allowed up to \$250,000 total per project.
3. Does the \$250,000 total allowed by the Opportunity 2 Grant include the local match?
 - No, the \$250,000 total only includes CDOT's share of project funding.
4. Can these grant funds be used as a match on a federal project?
 - Yes, if the project has not started yet, the scope and budget can be adjusted to include these funds at a match. While these are state funded grants, if used to match a federal project, these funds would also need to adhere to all federal regulations.
5. Are these funds subject to federal funding requirements?
 - No, as these are not federal funds.
6. Does the municipality need to fund the project and then submit for repayment to the program? How is the funding actually dispersed?
 - Yes. Once the grant contract is executed, recipients may begin the project. All vendor invoices will be submitted to the recipient for payment first. Once the recipient pays them, they will submit invoices and proof of payment to CDOT with an invoice cover sheet for reimbursement.
7. If the community is receiving other State (including CDOT) grant funding, can these funds count toward the local match requirement?

- Yes, other state funding may be used as matching funds, except CDOT Safer Main Streets and other RMS grant awards.
8. We've already implemented a project, can those funds be used for our match requirement?
- No, both project and match expenses must be incurred after a contract with CDOT is executed. Documentation will be required with invoicing to show proof of dates of the work.
9. What are ineligible expenses?
- 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.
 - Donated materials may not count towards matching requirements.
 - Additional costs for an existing CDOT Safer Main Streets or RMS grant award
10. Are there plans for continuing this funding in future?
- Yes, funding is allocated through fiscal year 2032.
11. What is the procurement process for these grant funds?
- In an effort to adhere to high ethical standards of procurement and to support the implementation of the Revitalizing Main Street Grant Program, CDOT strongly encourages the use of local vendors and contractors who have been solicited and/or vetted via a competitive solicitation process. Local procurement processes can be used.

Project Eligibility

1. Are there project location boundaries?
- 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.
2. Do projects actually have to occur on a town's main street?

- No, please consider ‘main street’ a guiding term. The project can be on a primary street that connects residents with the main economic hub(s).
3. Can applicants expand a project that was awarded? Would the applicant need to apply for a new or just add to its current approved application?
- If a project were broken into phases, the applicant would need to submit a new application once the first phase of the project is completed, if the first phase was funded with this grant prior.
 - Applicants can’t expand funding to an existing project award
4. Projects are evaluated based on a scoring system. Is there a minimum scoring requirement?
- Applications are scored with a rubric that reflects the program goals. The scoring value minimum is an 80, which reflects strong alignment with program goals.
5. What are examples of active transportation projects?
- This is not an exhaustive list, but rather a kick off for your brainstorming:
 - Install street furniture to allow for pedestrians to have a place to rest, if needed.
 - Install street trees for shading on walking pathways.
 - Expand a pocket park to include walking pathways.
 - Install bike corrals (convert a parking area into a corral for bikes).
 - Install bike racks when corrals don't work.
 - Doing a road diet that reduces or eliminates travel lanes to make space for bike lane(s) or expanded sidewalks.
 - Create a buffer for protected bike lanes.
 - Install a buffered walking path or sidewalk.
 - Install bike/ped specific signals at certain intersections.
 - Install bike boxes where appropriate so bikes can turn left more easily at busy intersections.
 - Reduce the speed limit to 20 or 25 mph.
 - Install pedestrian refuge island so walkers can more easily cross the street.
 - Create painted bulb-outs with candle stick separators at busy intersections to increase pedestrian awareness and shorten length of intersection.

6. Are trail systems eligible for the grant or must it be oriented towards roadways?
 - Yes, trail systems are eligible for the grant so long as they are in well used areas connecting to economic hubs.
7. Does the requirement for certification from the City Manager require a formal letter?
 - No formal letter is required. Applicants should follow their internal processes to notify and receive an endorsement from the City Manager.
8. Can multiple local mobility improvement projects in the same area be submitted as one project?
 - Yes.
9. We've already implemented a project, can we be reimbursed for projects that have already been completed?
 - Any expenses incurred before contract execution with CDOT are not eligible for reimbursement or to be used as part of the 10% match. Future, ongoing expenses to extend or broaden the scope of a project are eligible if expenses are incurred after contract execution with CDOT.
10. If our first project application was denied, are we eligible to submit a new application?
 - If one application is unsuccessful, an entity may re-apply with a revised application or completely different application. Please email cdotmainstreets.state.co.us if you would like additional resources for project ideas.
11. Would the committee consider funding a portion of a project?
 - Yes, partial project funding is welcomed.
12. Is programming of that project space an eligible grant funding activity?
 - No.
13. We have received previous rounds of Revitalizing Main Streets funding for a separate project and would like to apply again for a new project. Is this an eligible expense?
 - Yes, as long as the project has proof of the completed past award.
14. How likely will a previous awardee receive an additional award later?



- The goal is to convert funding to projects that achieve the program's purpose. Applicants are likely to be awarded additional funding if the application is strong, regardless of previous funding.