



Colorado Department of Transportation | 2829 W Howard Pl | Denver, CO 80204

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# Revitalizing



# Main Streets

*Revitalizing Main Streets Program provides two separate grant opportunities to support local communities as they find innovative ways to reuse public spaces and help businesses reopen safely, while improving multimodal safety and accessibility along urban arterials*

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## Revitalizing Main Streets

FY 2022 Projects

Opportunity 1: Larger Safety Infrastructure Grant

### Eligibility Rules and Selection Process

**UPDATED as of January 3, 2022**

#### Program Purpose

The Revitalizing Main Streets: Safety Infrastructure Grant was developed by the Colorado Department of Transportation (CDOT) to support transportation infrastructure projects that improve safety and transform urban spaces, especially for vulnerable users. The Initiative is focused on busy arterials and Main Street districts across the state by seeking to support practical, simple and cost efficient projects.

Additionally, CDOT is pleased to offer communities limited technical assistance to select the best safety measures and design features for their projects.

## Funding background

- Funding for this program was initiated by Governor Polis as part of the [Build Back Stronger](#) proposal and funded by the state legislature through SB 110 and continued with funding from the American Rescue Plan Act provided via SB 21-260 *Sustainability of the Transportation System*.
- State and federal dollars are included in this program.
- \$22,160,000 are available for projects located within Colorado. A percentage of this will be retained by CDOT for administrative costs determined by the scope and cost of awarded projects.
- In making funding awards, regional equity will be considered to ensure fair distribution across the state.
- It is possible that additional funding may become available. CDOT reserves the right to use such dollars on projects identified through this call.

## Program Safety Goals and Economic Recovery Benefits

Transform Streets and Street Spaces to:

- Reduce fatal and serious injury crashes on the transportation system, particularly among bicyclists and pedestrians;
- Support a transportation system that safely accommodates all modes of travel;
- Improve transit access and bike and pedestrian safety and 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; and
- Deliver practical, simple projects that help stimulate the economy and provide immediate business and employment opportunities in the construction industry.

## Applicant Eligibility Requirements

- Eligible applicants include local governments, CDOT, RTD, COGs and other governmental agencies. Nonprofits and transportation management associations/organizations (TMA/Os) are not eligible applicants for projects, but may partner with a governmental agency. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are not eligible.
- Local Match will be a consideration in scoring, but is not required.

## [Updates to RMS OPP 1 Eligibility Requirements Concerning Previous Applicants](#)

### [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.

## Scoring

All projects will be scored based on the criteria listed in the Rules and Eligibility document. However, with the goal of distributing funds widely across communities, Round 1 awardees will also have to meet additional criteria that will not be applied to other applicants. In order to receive full points, Round 1 awardees will also be scored on whether their applications are exceptional in their ability to:

- *Serve historically marginalized populations*
- *Address high-risk safety situations*
- *Provide enough value to merit replacing a community that has not received a grant*

A final score for Round 1 awardees will be obtained based on the exceptional project factor. Example: a Round 1 awardee scores an 80 on the standard scoring criteria and a 7 (on a scale of 1-10) on the "exceptional" factor. This adjusts the overall project score down, multiplying it by 0.7 (70%). So the final score is now 56.

**Risk Assessment Form.** Applicants are not required to fill out a risk assessment form for this round of funding. Because much of the funding for these grants is federal, only awarded applicants will be required to fill out the risk assessment form after the selection process is complete. This form is listed on the CDOT website for reference.

## Eligible Project Locations

- This grant program is open to projects on state highway facilities and those that are “off-system”/owned by local governments. The primary focus is on roads that meet the program evaluation criteria as outlined later in this document. However, projects on state highways must include concurrence from CDOT, as described below.

## Eligible project types

Applicants must consider the program goals in developing project concepts. Project and Project component examples:

- Bicycle and pedestrian facilities, including sidewalks, crossings, pedestrian amenities, and protected bicycle facilities;
- Pedestrian safety enhancements such as pedestrian-actuated crossings, Rectangular Rapid Flashing Beacon, intersection crosswalk improvements, curb extensions, obstruction elimination, etc;
- Traffic calming, complete street improvements, speed reduction measures;
- Systemic problems where you may address some intersections with crash histories and provide upgrades for other similar intersections on the corridor. For example, signal upgrades for an entire corridor instead of only those with a crash pattern;
- Projects with innovative concepts or those that utilize technology to address overall program goals;
- Pedestrian-scale lighting and other street lighting enhancements;
- Improved access to transit stops;
- Raised medians and signal improvements;
- Transit amenities: access enhancements such as bus queue jump lanes and bus pad

### Ineligible projects

Roadway through-lane capacity projects greater than 1 mile are not eligible under the Revitalizing Main Streets Initiative. Please reach out to [Fahad.Khan@state.co.us](mailto:Fahad.Khan@state.co.us) or [Nathan.Lindquist@state.co.us](mailto:Nathan.Lindquist@state.co.us) if there are questions about eligibility.

## Funding Requirements

Each project is allowed to request up to \$2,000,000 from the program, excluding match. Smaller funded and cost efficient projects which can be delivered swiftly for public and economic benefit are strongly encouraged.

Local Match Requirement: A local match goal of at least 20% is encouraged (total state share equals 80%). Projects that include less than a 20% match must explain why they cannot provide the full 20% local match. Projects that provide a lower match are subject to lower scoring in that criterion, see evaluation criteria below. Additional overmatch is allowable as part of the application (though not tracked within the IGA with CDOT) and given additional consideration within the scoring criteria.

Projects requiring CDOT concurrence (projects on a state highway or within the state rights-of-way) must provide a Request for CDOT Concurrence form with the application submittal. This will undergo a technical review during the selection process. However, if awarded, some portions of the proposed scope may still need further review and changes before receiving CDOT approval.

Letters of support from local community members, businesses, and community organizations are encouraged and will impact a project's "public support" score.

## Application Process

1. Applicants may identify concepts to discuss and submit questions to [nathan.lindquist@state.co.us](mailto:nathan.lindquist@state.co.us) or [fahad.khan@state.co.us](mailto:fahad.khan@state.co.us) prior to the deadline.
2. Attend the Revitalizing Main Streets Pre-Application Workshop on Thursday, January 6, 2022. (RSVP info to be added shortly to the RMS website)
  - [Event link](#)
3. Applications can be submitted to [cdotmainstreets@state.co.us](mailto:cdotmainstreets@state.co.us) beginning Monday December 6, 2021 and are due by February 4, 2021.
  - CDOT encourages applicants to meet with CDOT's program and regional personnel prior to submitting an application.
  - Technical reviews will take place after applications are submitted to verify schedule and cost breakdowns.
  - If a Round 1 application is being re-submitted with updates, include a change log denoting page numbers with changes that were made. This will help streamline the review process.
4. Completed Applications must include:
  - Detailed Schedule and Budget Breakdown with Engineering Estimates
  - Documentation of Local Match or reason for decreased match.
  - Risk Assessment Form (this has been updated from Round 1).

- Request for CDOT Concurrence Form (only if impacting CDOT ROW)
- Letters of Support

## Project Funding Evaluation and Selection Process

CDOT will establish an internal scoring and selection panel to assist with scoring and evaluating projects. Participants may include staff from various CDOT divisions and regional offices, including:

- CDOT Regional Traffic Representative
- CDOT Safety Program Staff
- CDOT Regional Engineering Design Representative
- CDOT Multitmodal Planning Branch
- CDOT Regional Local Agency Coordinator Representatives
- CDOT Office of Policy and Government Relations

The panel will review the applications and assign points to the criteria based on information contained in the project application forms. The panel will convene to discuss the applications and reach consensus on the final criteria points and total score for each project.

### Award Conditions

- All project scopes of work are subject to review and approval by CDOT. The submitted and approved project scope becomes the work that the applicant, at a minimum, must complete.
- Each applicant awarded funds will provide information for and sign an IGA and enter into a contract with the Colorado Department of Transportation (CDOT) to implement the project depending on the type, location and other characteristics of the project. CDOT is the ultimate steward of these funds. CDOT will specify requirements for status reporting and reimbursement requests in accordance with the American Rescue Plan Act requirements.
- Select applicants may be required to attend a post-project debrief with CDOT staff.
- Funds must be obligated/contracted with CDOT by December 31, 2024. All reimbursements for these grant funds to the federal government must be completed by December 31, 2026 or the funds will expire. Thus, to allow time for reimbursement, submission to CDOT for subrecipient reimbursement may be required earlier. Dates are subject to change with final rules from the American Rescue Plan Act.
- Applicants that are awarded federal funding as part of the American Rescue Plan Act will be subject to additional federal requirements.
- Applicants that are awarded federal funding as part of the American Rescue Plan Act will be required to retain project records for a minimum of five years after project completion.

- Applicants will work with CDOT and FHWA/FTA (as appropriate) to ensure that the project is being implemented in accordance with state and federal requirements.

Evaluation criteria (detailed breakdown below):

- Safety
- Promotes Active Transportation
- Readiness of Implementation
- Funding Need
- Economic Revitalization Benefits
- Public Support
- Local Match

When reviewing these evaluation criteria, please email [Nathan.Lindquist@state.co.us](mailto:Nathan.Lindquist@state.co.us) with technical questions.

Category	Summary	Point Criteria (0-5)	Weight (%)
Safety	The extent to which the project addresses an identified safety need.	<p><b>Safety Sub-Score:</b></p> <ul style="list-style-type: none"> <li>• Strategic and Multimodal: 40% of safety score Criteria: Project addresses safety for vulnerable roadway users (i.e. pedestrians, bicyclists) by highlighting the potential safety benefits (i.e. reduction or prevention of crashes of vulnerable roadway users with motor vehicles) using a data-driven process or justification. This will be scored on a 1-5 rating scale.</li> <li>• Effectiveness: 20% of safety score (Yes/No) Criteria: Applies proven countermeasure (<u>FHWA</u> or <u>STEP</u>)</li> <li>• Equity: 20% of safety score (LOSS 3/4 and/or crash pattern identified) (Yes/No) Criteria: <u>Level of Service of Safety (LOSS)</u> and crash pattern analysis to assess current safety performance of project location based on observed crash history.</li> <li>• Value: 20% of safety score <ul style="list-style-type: none"> <li>• Benefit Cost Ratios (BCRs) will be converted to a 0-5 scale: <ul style="list-style-type: none"> <li>○ BCR = 0 is 0 points</li> <li>○ BCR &gt;= 1.0 receives 5 points</li> <li>○ BCRs between 0 and 1 will receive points proportionally between 0 and 5 points</li> </ul> </li> </ul> </li> </ul> <p>Criteria: <u>Benefit Cost Ratio (BCR) Analysis</u>. Cost based on the requested amount. Benefit based on predicted reduction of crashes using crash modification factors of proposed improvement applied over the service life of a project (20 years maximum).</p> <p>CDOT will assess safety performance (LOSS) and value (Benefit Cost Ratio Analysis)</p>	30%
Promotes Active Transportation	Extent to which the project promotes active transportation in support of public health.	<p>5-Project provides significant new and/or safer access to biking, walking or transit.</p> <p>3-Project provides moderate improvements to new and/or safer access to biking, walking or transit.</p> <p>1-No evidence of increased or safer access to active transportation.</p>	30%
Readiness of Implementation	The ability of the project to complete within the specified funding requirement.	<p>Some Factors for Consideration:</p> <ul style="list-style-type: none"> <li>- Realistic and detailed project schedule</li> <li>- Railroad impacts</li> <li>- ROW acquisition requirements</li> </ul> <p>CDOT will consider an applicant's level of experience managing CDOT projects</p>	Pass/ Fail

		and the support that might be needed to navigate the process.	
<b>Funding Need</b>	Is this project already included in the local agency budget?	5 - No, the project is not possible without external funding. 3 - Yes, but other circumstances caused project to be removed, reduced, or delayed from original use. 1 - Yes, this project is currently scheduled to be implemented with the local agency budget.	5%
<b>Economic Revitalization Benefits</b>	City/County Average Median Income Census Data: State of CO average is \$72k.  Sales Tax calculated using municipal budgets: Projected Sales Tax revenue (2020) - divided by - Sales Tax rate - divided by - municipal population (2019)	<b>Economic Revitalization Sub-Score:</b> ● AMI: 50% of economic score 5 - less than \$45k 4 - \$45k-\$64k 3 - \$65k-\$74k 2 - \$75k-\$84k 1 - \$85k-\$94k 0 - \$95k+  ● 1% Sales Tax Per Capita: 50% of economic score 5 - 0-90 (\$ per capita from 1% sales tax) 4 - 91-180 3 - 181-270 2 - 271-360 1 - 361+	20%
<b>Disproportionately Impacted Communities</b>	Is this project in a disproportionately impacted community?  Link to the map online.	5 - Yes 3 - No	5%
<b>Public Support</b>	The extent to which the applicant demonstrates public support	Application includes letters of support. Points will vary depending on level of support and the studies conducted to garner public support.	5%
<b>Local Match</b>	Local match preferred	5-15-20% match 3-Between 10-15% match 1-No match (or economic reasons) or below 10%.	5%