

Office of Innovative Mobility (OIM) Grants Frequently Asked Questions

Last updated: November 16, 2022

This document addresses all OIM grant opportunities. Questions from the November 9th webinar are now included.

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General Questions

- 1. *When are the grant applications due?***
Applications are due December 9, 2022 by 11:59 PM.
- 2. *When will awards be announced?***
Awards will be announced in Winter 2023.
- 3. *How do you define “underrepresented areas of the state?”***
Please follow the equity definition defined in [Colorado SB21-260](#).
- 4. *How is the funding dispersed?***
Awarded applications will submit periodic invoices for the reimbursement of eligible expenses under the purchase order throughout the grant period.
- 5. *Is there a word limit for each response?***
A few question boxes state character limits, but if a limit is not stated then applicants may use as many words as they feel necessary. Please keep in mind that the committee will be reviewing multiple applications, so concise applications are appreciated.
- 6. *Can I submit more than one application for different projects?***
Yes, you may submit more than one application.
- 7. *Are applications reviewed on a first-come, first-served basis or will all applications be reviewed together after the window closes?***
All applications will be reviewed when the window closes.
- 8. *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.

9. *We've already implemented a project, can those funds be used for our match requirement?*

No, the match expenses must be incurred after a purchase order with CDOT is executed. Documentation will be required with invoicing.

10. *If the grantee is receiving other grant funding, can these funds count toward the local match requirement?*

Yes, if these funds are state or local funds.

11. *Can worker volunteer time be counted towards matching funds?*

Volunteer time may be counted towards matching funds using the estimated national value of volunteer time. Please report the hours worked by volunteers on the invoice in lieu of traditional staff hours, showing time worked and the value of that time.

12. *Can the value of donated materials be counted towards matching funds?*

Value on donated materials may or may not be counted towards matching funds depending on when the items were donated. If the materials were donated prior to project commencement, they would be considered ineligible for match because they would be counted as a cost previously incurred, and the grant cannot reimburse applicants for prior expenses.

13. *What does partnership look like in the context of a joint application?*

One of the partners (the main applicant) will complete the application, but the application could/should include the other local partners who would be helping to complete the project. CDOT will contract with the main applicant, which will receive the funds. Please note that due to the level of funding and this being a statewide call, we are allowing each applicant to submit up to two applications, regardless of whether they were a primary or secondary partner on another submittal.

14. *Is it possible to get an award extension, if needed?*

Yes

15. *Will a financial match strengthen an application's score?*

Yes, a financial match will strengthen an applicant's score. A match of at least 20% of the total project cost is preferred, but not *required*.

16. *Would developing an app for scheduling a paratransit trip be better suited under the TDM Innovation Grant or Mobility Technology?*

This project would be best suited under the TDM Innovation Grant

17. *If the funding pool is maxed out, will partial awards be a possibility? Or are awards being considered as all or nothing?*

Partial funding will be considered depending on the number of applications we receive.

18. *If we are simply trying to expand the GVT system to service the working class but do not have a non-profit to organize the efforts of businesses whose employees are of the socio-economic group who need help with transportation, how would that work?*

This would be a good opportunity to apply for the TDM Seed Funding Grant to help create a non-profit organization.

19. *Do I need to be a municipality to apply for any OIM Grant?*

Most of the grants do not require you to be a municipality. Please check the application criteria for each application.

Transportation Demand Management: Innovation and Seed Funding Grants Questions

1. *What is meant by transportation demand management (TDM)?*

Managing demand is about providing travelers - regardless of whether they drive alone - with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability.

2. *Are there plans for continuing this funding in future?*

Another round of funding is expected to be released in late 2023 or 2024 fiscal year. Further details will be announced in the spring 2024.

3. *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 TDM 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.

4. *Are these funds subject to federal funding requirements?*

No, as these are not federal funds.

5. *What are the required matching funds?*

A 20 percent cash or in-kind match is recommended but not required. Applications will be scored higher if they have at least a 20 percent match.

6. *What organization types are eligible to submit an application?*

All organization types are eligible to apply for the Innovation funding opportunity. The Seed Funding opportunity is limited to governmental agencies, transit agencies, and non-profit organizations.

7. *Do I need certification from the local government in which the project is taking place? What does this look like?*

If the project cannot be completed without local government cooperation, applicants are required to submit certification from the jurisdiction in question in the form of a letter of support for the project. In the case of Seed Funding applications, this certification is required for all projects led by a non-governmental entity.

8. *Can innovation grant funds be used to provide incentives?*

Yes, if:

- There is a clear nexus between the incentive and influencing travel behavior.
- There is a clear process for documenting incentives, ensuring their intended use, and measuring their effectiveness vs. a baseline.

9. *Can Seed Funding grant funds be used for planning, design, or public outreach?*

Yes, however, the evaluation criteria consider the applicant's readiness to complete the project within the two-year timeframe and the evidence of need and long-term sustainability at the time of

submission.

10. Does the applicant need to have an established TDM Program before applying for funding for the TDM Innovation Grant?

No, the applicant does not need to have an established TDM Program to apply for the TDM Innovation Grant.

11. Are planning projects eligible to apply for funding for the TDM Innovation and Seed Funding Grants?

Yes, planning projects are eligible to apply.

12. How likely will existing SENIOR mobility on demand programs receive high enough scores for funding?

Depends on all the other applications and how well the senior mobility meets the evaluation criteria.

13. We are considering hosting a TDM Summit to address gaps in the south suburban area. We want to bring in compelling speakers who could highlight TDM methods and best practices to encourage cross jurisdictional partnerships ... would an event like this fall under the marketing and awareness raising section of the TDM innovation or support grant? We just want to be certain these funds would be separate from the upcoming TMO Support Grant.

Yes, this would qualify for the TDM Innovation Grant.

14. We do not have a real-time app or software for our riders of our transit service (the Roundabout) to let riders know where the buses are, real-time. Would this grant be applicable to requesting such a software?

This would apply for the TDM Innovation Grant.

15. Alamosa County has a Certificate of Authority from the FAA to operate UAVs in an 81 sq mile radius. We are working with some stakeholders to look at deploying the infrastructure required to support the delivery of medical supplies and pharmaceuticals within the entire San Luis Valley, which would reduce the many trips a day that happen between medical facilities, hospitals and pharmacies, in addition to providing an economic foundation for the expansion of opportunity in the region. We are also looking at drones as a first responder use case that have been proven to reduce emergency responder trips by 30%. We are considering the new OIM grant as an opportunity to prove these use cases with real deployments.

This project would qualify for the TDM Innovation Grant.

16. For the TDM Innovation Grant, Can vehicles be purchased by a company (representing a group of companies) in an industrial area to fill a transit gap? If so, do they have to use the CDOT Procurement process/ price agreement, be ADA accessible and would they retain ownership at the end of the grant duration?

Organizations, who are not eligible for typical funding for capital purchases from the Federal Transit Administration, that wish to purchase vehicles for mobility services, would be entitled to apply for funding from the OIM Innovation Grant. Applicants should make it clear how the project would meet the evaluation criteria. Yes, applicants would retain ownership of the vehicle at the end of the grant duration.

1. What are the required matching funds?

A 20 percent cash or in-kind match is recommended but not required. Applications will be scored higher if they have at least a 20 percent match.

2. Do applicants and proposed project partners need to be based in Colorado?

No. However, the project must be in Colorado and benefits Coloradans. Applications will be evaluated based on the degree of which the project provides workforce and education awareness within Colorado. Proposed projects that focus training outside of Colorado will be disqualified.

3. Is remote learning eligible?

Remote learning is eligible as long as training is focused on Colorado workers and benefits Colorado employees.

4. Is the cost of a software tool used in the development and a training course an eligible expense?

Yes, equipment and materials associated with training are eligible for funding

5. For the ZEV Workforce Development grant, does the proposed project need to include actual training?

No. Projects may include curriculum development, workforce needs studies, and any other ZEV workforce development related activities.

6. For the ZEV Workforce Development grant, what is meant by “significant experience and expertise in ZEV workforce training” in the applicant eligibility requirements?

“Significant experience and expertise in ZEV workforce training” refers to an applicant's qualification and experience in workforce training and specifically workforce training related to automotive, electrification, and related sectors.

7. Can an individual apply for a scholarship or financial assistance for training?

The grant supports financial assistance for group training but does not offer individual scholarships for training.

8. How can applicants identify disadvantaged (DI) communities?

There are many state tools developed to identify disadvantaged (DI) communities including the [Enhanced Incentive Screening Tool](#) and the Colorado [EV Equity Dashboard](#) developed by the Colorado Energy Office (CEO) and the [EnviroScreen Tool](#) developed by the Colorado Department of Public Health and Environment (CDPHE). Applicants are highly encouraged to utilize these tools to identify DI communities.

9. Are there any restrictions on indirect costs?

There are no restrictions on indirect costs.

10. The ZEV Workforce Development program included equipment for ongoing service. Does this mean EV tooling and software for EV vehicle maintenance?

Yes, any material and tools related to ZEV workforce development training can be funded.

11. RFTA is interested in maintenance training for EV mechanics, does this qualify for grant money?

Yes, this is in line with the ZEV Workforce Development Grant.

12. Would EV charging stations in a community that doesn't currently have any be an appropriate project?

No. The Electrification and Energy grants do not include funding for charging infrastructure. However, we have state grants to fund Level 2 and Level 3 public EV chargers via the [Charge Ahead Colorado Program](#).

13. Can a non-profit partner with another community non-profit to train its local hire work force in an underserved community on EV shuttle mechanics, e-bike mechanics and community outreach for such programs under the EV technology grant opportunity?

Yes, we highly encourage partnerships with nonprofits, grassroots organizations, local and underserved communities. The ZEV Workforce Development grant will fund e-mobility maintenance and the E-Mobility Education and Awareness grant will fund e-mobility community outreach programs.

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Yes, we highly encourage partnerships with nonprofits, grassroots organizations, local and underserved communities. The ZEV Workforce Development grant will fund e-mobility maintenance and the E-Mobility Education and Awareness grant will fund e-mobility community outreach programs.

Mobility Technology Grants: Roadside Unit (RSU) and Onboard Unit (OBU) Grant Questions

1. How many roadside units and onboard units can an applicant receive?

Each awarded applicant can receive up to 10 RSUs and 10 OBUs.

2. How long will CDOT provide project support?

CDOT will provide project support up to a year following the awardee receiving the Notice to Proceed Letter.

3. What brand of connected vehicle equipment will be offered? Will there be a choice?

For the roadside units (RSUs), CDOT is offering [Commsignia ITS-RS4](#) or [Yunex Sitraffic RSU2X](#) models. Awardees will have a choice but may be subject to current availability and may select a combination of the two units. The connected vehicle onboard unit (OBUs) available are [Commsignia V2X Onboard Unit ITS-OB4-M](#). CDOT has confirmed the interoperability between all devices listed.

4. Does the equipment gift for the connected vehicle grant count toward the TABOR cap?

It is the responsibility of all potential and awarded grantees to consult with their own legal counsel and accounting staff on this matter.

5. Do connected vehicles reduce greenhouse gas emissions?

There is limited early research that providing timely information to drivers and vehicles may help impact the driver's fuel or energy usage. CDOT will encourage and support the exploration and analysis of this evaluation of connected vehicle data for grantees that are awarded connected vehicle units

6. Can my organization apply if it is not a Colorado municipal or county jurisdiction?

The local municipality or county jurisdiction must be the main applicant for applications. A non-governmental organization may partner with a local municipality or county jurisdiction, but cannot be the lead applicant.

7. Does the RSU and OBU Grant require a match?

No. This opportunity does not require a match.

8. What if my jurisdiction does not currently have connectivity backhaul (the roadside network necessary for CV technology to work) on its roadways?

CDOT is willing to work with local jurisdictions to identify potential communication and backhaul options.

9. Won't connected vehicle technology only work if all vehicles are equipped with RSUs/OBUs?

Any vehicle that is equipped with the CV technology and enrolled in CDOT's SCMS or on the production security certificate enrollment will be able to communicate with the RSUs and OBUs. For example, CDOT has several equipped vehicles and when those units go by one of these RSUs that might be deployed, the RSUs and OBUs will be able to communicate with one another.

10. What exactly is an onboard unit (OBU) and a roadside unit (RSU)?

Roadside Units are units installed along the roadway and Onboard Units are installed in a vehicle. Grantees will be allowed access to CDOT's CV data feed as well. There are a plethora of use cases for the data: real-time location services, speed, heading, queue detection, spot weather, traffic signal priority at intersections (for example, granting a transit vehicle or maintenance vehicle or law enforcement vehicle a green light , etc. As part of the support from CDOT, we can support identifying the use cases that would be best based on the route for the jurisdiction if they need help -- this would be part of the design services we'll provide.

