



## Office of Innovative Mobility (OIM) Grants Frequently Asked Questions

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### CY2024 Asked Questions

- 1. Are eligible projects for the ZEV Workforce Development Grant restricted to battery electric transportation technologies, or if a Hydrogen training/curriculum project, for example, would also be eligible?***

The Zero-Emission Vehicle Workforce Development Grant is open to hydrogen projects as well as battery-electric. A training or curriculum project would be eligible for this grant.

- 2. Are the OIM Grants stackable with all federal, state and local funding?***

OIM grant funds can be applied to projects with multiple sources of federal, state or local funding. If you are planning on funding your project from multiple sources, please state all sources of funding in the application.

- 3. What are the reporting requirements for the grant?***

Finally reporting requirements will be negotiated after the award is made and will be specific to each awardee. Depending on the project type, OIM will require monthly to quarterly status reports, and a final report at the end of the project.

### General Questions

- 1. When are the grant applications due?***

Applications are due March 29, 2024 by 11:59 PM.

- 2. When will awards be announced?***

Awards will be announced in early Summer 2024.

- 3. How do you define “underrepresented areas of the state?”***

Please follow the equity definition defined in [Colorado SB21-260](#). According to statute,



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Disproportionately Impacted (DI) Communities are identified at the Block Group (BG) level, whereas a BG is DI if any one or more of the following are true for the BG:

- The proportion of households that are housing cost-burdened is >40%, (a household is cost-burdened where >30% of household income is required for housing cost)
- The proportion of households that are minority is >40%, or
- The proportion of households where the household income is  $\leq 200\%$  of the federal poverty level (FPL), is >40%

**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. **This is a reimbursement grant. Expenses purchased before the execution of a contract will not be reimbursed, even if eligible.**

**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, extensions are possible.

**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. 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.

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

You do not need to be a municipality to apply for an OIM Grant.

**18. Can grant funds be used to provide monetary incentives?**

No direct monetary or monetary equivalent (ex. gift cards) incentives can be used.

**19. What are the reporting requirements for the grant?**

Finally reporting requirements will be negotiated after the award is made and will be specific to each awardee. Depending on the project type, OIM will require monthly to quarterly status reports, and a final report at the end of the project.

## 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. 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.

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

No, as these are not federal funds.

**4. 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.



**5. *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.

**6. *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.

**7. *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.

**8. *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.

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

Yes, planning projects are eligible to apply.

**10. *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.

## Electrification and Energy Grants: ZEV Workforce Development Grants and E-Mobility Education and Awareness Grants Questions

**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.



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**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. *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](#).

**12. *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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