

Revitalizing Main Streets

FY 2021 Projects

Opportunity 1: Larger Safety Infrastructure Grant

Eligibility Rules and Selection Process

Program Purpose

The Revitalizing Main Streets: Safety Infrastructure Grant was developed by the Colorado Department of Transportation (CDOT) to support 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. Importantly, this Initiative also recognizes that we are entering a new normal as the state adapts to changing travel patterns caused by COVID-19.

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.
- No federal dollars are included in this program.
- \$22,000,000 available for projects located anywhere in Colorado.¹
- In making funding awards, regional equity will be considered to ensure fair distribution across the state.

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.

¹ An additional funding amount of \$1.3M is only available in the DRCOG region. These are remaining funds from the original DRCOG/CDOT Safer Main Streets Program focused on the metro area.

Applicant Eligibility Requirements

- Eligible applicants include local governments, CDOT, RTD, 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. In-kind match via staff time or other contribution is allowed.

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 a Request for CDOT Concurrence Form with the application (linked under Additional Resources online).

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; and
- Limited public art features where such features are not the primary purpose of the application but included to enhance safety and encourage multimodal choices (not to exceed \$5,000).

Ineligible projects

Roadway through lane capacity projects greater than 1 mile are not eligible under the Revitalizing Main Streets Initiative. Please reach out to Nathan.Lindquist@state.co.us if there are questions about eligibility.

Funding Requirements

All eligible and funded projects must be able to complete all activities and submit all billings by no later than June 1, 2024. Projects able to be completed sooner than June 2024 will be scored higher due to the more immediate impact on Colorado's economy. See Evaluation Criteria below for more details.

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.

A local match goal of at least 20% of the total project cost is encouraged (total state share equals 80%). Projects that include less than a 20% match should 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. In-kind match via staff time or other contributions is allowed.

Application Process

1. In preparation for the Pre-Application Workshop, potential applicants should identify concepts to discuss and submit questions to Nathan Lindquist (nathan.lindquist@state.co.us) by Friday, April 2, 2021.
2. Attend the Revitalizing Main Streets Pre-Application Workshop on Tuesday, April 6, 2021. [RSVP for the Pre-Application Workshop here.](#)
3. Complete and submit an Application starting Wednesday, April 7, 2021:
 - Per CDOT requirements, the application requires a mandatory [Risk Assessment Form](#) to be submitted along with the application.
 - 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 (form is linked under Additional Resources online).
 - Projects requiring local concurrence must provide an official local response with the application submittal.
 - Letters of support are encouraged.

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 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 state funds. CDOT will specify requirements for status reporting and reimbursement requests.
- Select applicants may be required to attend a post-project debrief with CDOT staff.
- Projects must be completed and all billings submitted by June 1, 2024. No reimbursements will be provided for work completed or billings submitted after June 1, 2024. There is increased preference for projects able to be completed by 2021, 2022, or 2023.
- 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
- Diversity of Funding
- Economic Revitalization Benefits
- Public Support
- Local Match

When reviewing these evaluation criteria, please email 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>Safety Sub-Score:</p> <ul style="list-style-type: none"> • Strategic: 20% of safety score (Yes/No) Criteria: Addresses targeted higher risk crash type (i.e. pedestrians, bikes, access or multimodal) Must demonstrate that the decision for justifying the project is data driven. • Effectiveness: 20% of safety score (Yes/No) Criteria: Applies proven countermeasure (FHWA or STEP) • Equity: 20% of safety score (LOSS 3/4 and/or crash pattern identified) (Yes/No) Criteria: Level of Service of Safety (LOSS) and crash pattern analysis to assess current safety performance of project location based on observed crash history. • Value: 40% of safety score <ul style="list-style-type: none"> • BCR less than 0.5: No credit (0%) • BCR between 0.5 and 1.0: Half credit (20%) • BCR equal or greater than 1.0: Full credit (40%) <p>Criteria: Benefit Cost Ratio (BCR) Analysis. Cost based on the requested amount.</p>	30%

		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). CDOT will assess safety performance (LOSS) and value (Benefit Cost Ratio Analysis)	
Promotes Active Transportation	Extent to which the project promotes active transportation in support of public health.	5-Project provides significant new and/or safer access to biking, walking or transit. 3-Project provides moderate improvements to new and/or safer access to biking, walking or transit. 1-No evidence of increased or safer access to active transportation.	10%
Readiness of Implementation	The extent to which a project is “shovel ready,” offering quick, tangible benefits to communities.	Project Schedule, including milestone dates, must be provided. 5 - Construction will be complete by the end of 2021. 4 - Construction will be complete by the end of June 2022. 3 - Construction will be complete by the end of 2022. 2 - Construction will be complete by the end of 2023. 1 - Construction will be complete by the end of June 2024. 0 - Projects cannot be completed prior to the end of 2024.	10%
Funding Need	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.	10%
Diversity of Funding	Have you previously received funding from CDOT’s Safer Main Streets Program?	5 - No 4 - Yes, up to \$100k from CDOT. 3 - Yes, \$101k-\$250k from CDOT. 2 - Yes, \$251k-\$500k from CDOT. 1 - Yes, \$501k-\$1M from CDOT. 0 - Yes, over \$1M from CDOT.	10%
Economic Revitalization Benefits	City/County Average Median Income Census Data: State of CO average is \$72k.	5 - less than \$45k 4 - \$45k-\$64k 3 - \$65k-\$74k 2 - \$75k-\$84k 1 - \$85k-\$94k 0 - \$95k+	10%
Public Support	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.	10%
Local Match	Local match preferred	5-15-20% match 3-Between 10-15% match 1-No match (or economic reasons) or below 10%.	10%