



COLORADO
Department of Transportation

Safer Main Streets Program

Frequently Asked Questions

Applications (General)

Q1: Can we submit multiple small applications?

A1: Yes, multiple small applications are welcomed.

Q2: Can the grant cover final design as well as construction?

A2: Yes, design costs are eligible, but will not allow the application to score as high as projects that can deliver actual safety improvements through construction by 2024.

Q3: Packaging of signals...How to bundle? Would you prefer it be corridor based or can we package all signals into one application?

A3: If they're on overlapping corridors - they're definitely eligible. Reach out to CDOT to dive deeper. Yes, but also be sure that the narrative can tell the story of a connected corridor.

Q4: I have a question related to small and larger projects connected to project readiness and the federal/state process. Does that mean that larger projects such as bike/ped bridges are discouraged?

A4: We want projects that will move the needle on safety. Yes, larger projects may have additional steps because they will receive federal funds and/or require the equivalent of state processes. That affects schedule, but may not affect the project outcome, which is the safety improvement. At the other end, when bundling something like sidewalks, if they are going to move the needle, and solve safety, that's what we want. Reducing fatal crashes and reducing other serious safety problems is the focus. Bundling of projects may make it worth "federalizing" the project.

Q5: Multiple small applications each need to be at the \$250k minimum correct? Not a cumulative total of \$250k?

A5: Yes, but it is possible to bundle projects, for example several intersections, to reach \$250k.

Q6: Question about projects starting in 2022:

A6: Projects with a clearer capability of completing the project before 2024 will score higher. (See also Q3 above)



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Deadline/ Timeline

Q1: Is there a deadline for the Concurrence forms?

A1: Due when you submit your application. Please coordinate with CDOT and RTD ahead of that deadline.

Q2: Would an official commitment letter, based on approval by city council [or county commission], be needed by August 14th?

A3: No, just an official who can commit funds on behalf of the City or County.

Q3: What is the selection / award timeline?

A3: Mid-September initial selection by the Advisory Committee. Approved by DRCOG Board October 21st, and CDOT Transportation Commission November 18/19th.

Eligibility

Q1: What roads are eligible?

A1: Federal Aid Eligible Roadways.

Q2: Can we request funding for a design phase of a construction project? Some of our mobility/vision zero projects have a longer construction period and won't be able to meet a completion date of 2024, but the design phase can.

A2: The intent of this call for projects is construction and showing tangible improvements towards safety goals. If you have a design project, you can still submit it, but it may score lower.

Q3: Is a Metro District or TMA funding eligible to include as part of the local match?

A3: Yes, those sources are fine. The requested match is 20%, but that level of match is not required.

Q4: What is a "federal-aid-eligible" roadway? What is 'urban'?

A4: 'Urban' federal projects are collector or above. There is a map on the DRCOG resource page.



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Q5: If we are not in the MPO, are there other eligibility/project type restrictions to be aware of?

A5: DRCOG funds are only eligible within the MPO boundary. If outside the MPO Boundary, then state funds must be on a state highway facility in the Region 1 boundaries in a county of 50,000 population or larger.

Q6: Could a transit project related to I-70 or I-25 be eligible.

A6: Interstates are not the intent of the project, but depending on the arterial street involved or intersecting the interstate, it may be eligible.

Q7: Sometimes a drainage project, which could fix a roadway being regularly funded or overtopped by water, might be road related. Can you comment on that?

A7: Work with CDOT or RTD project sponsors to determine and verify if the drainage project is an essential component of the transportation system that will progress safety goals.

Q8: If we have a project that wasn't awarded a grant through CDOT but may have other CDOT funds involved in a project, is it eligible for funding?

A8: These funds cannot supplant previously awarded funds. These funds can add scope to already-committed projects, and the additional scope would be eligible.

Matching

Q1: Is Metro District or TMA funding eligible to be included as part of the local match?

A1: TMA match is fine. The more match you can provide, the better. The only match that isn't eligible is Transportation Funding for a project - i.e. TAP funds. TMA funding, yes.

Q2: Regarding the 20% match... if a city is investing in the project area with city funds, can this qualify towards a match? An example; a roadway design project paid for with grant funds while the city pays for the drainage component?

A2: City funds can go toward the match, but has to be for the portion of the project that pertains to this program.

Q3: Can in-kind be considered for the match?

A3: Yes.



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Q4: Could state funds outside Region 1 be used for the match?

A4: Yes, state funds could meet the technical criteria for the STBG funds, though the intent is that local match be part of applications.

Q5: Are toll credits a possible source of match?

A5: Yes, this is technically possible for the STBG funds, but projects without any local funding would not rate as high as projects with local funds.

Q6: If a City has already invested in design and acquired ROW can that count toward match or overmatch?

A6: It would not count as the 20%, but it would show your readiness for the project.

Q7: Is it correct that we should not assume CDOT funding as "non-federal match" to lower the local matching requirement?

A7: CDOT will score the project as having lower local match, but will still consider the project. If the project uses federal funds, any work before the IGA is executed can't be used for match or overmatch. The same is true for State funds.

Funding

Q1: Are smaller projects more likely to get approved for only state funding?

A1: No, not necessarily.

Q2: Can the funding for this program be used for proactive projects within a high injury network (HIN) roadway (such as to improve a sidewalk facility on a HIN segment as an injury preventative measure) or will the funds be restricted for use on projects that have an existing or known safety issue identified?

A2: Absolutely, it can. If you have data, be sure to include it, but yes. Please include preventative/proactive projects.

Q3: Are state funds only available for Region 1?

A3: Yes.

Q4: For CDOT - can you provide us an update on the discussions and decision points related to the Transit funds?

A4: CDOT's TC is going to be voting on this next month - seems like this is very likely. Most likely the full \$77M will be available.



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Q5: Can a specific pot of funding be applied for? We would prefer to apply for state funding, which would have less onerous regulations than federal funding.

A5: You should state this preference in your application, but it is not guaranteed that you will receive an award of only state funds. Assume that you will receive federal funding for schedule purposes.

Q6: During an earlier conversation at the TAC (February or March) it was mentioned that there could be a possibility of this funding being able to support a project at 100%?

A6: It is technically possible that projects could be a combination of state and federal funds, but projects without local funding may rate lower than those projects which also include local matching funds.

Q7: For CDOT - can you provide us an update on the discussions and decision points related to the SB267 Transit funds?

A7: The discussion is going over the full \$77 Million program, including \$26 Million from SB 267. The Transportation Commission will make a final decision in August.

Q8: Are there any modifications or extra resources in the DRCOG/CDOT Federal aid administration process that will help local agencies keep projects on track to complete construction and final billings to be complete by June 2024?

A8: Projects should expect to submit monthly reimbursement requests and provide monthly progress reports. State Funds don't reduce obligations much other than BuyAmerica, Davis-Bacon, and 4F requirements, because state funds are generally treated like Federal projects.

Q9: Could you include a project component that was underfunded in a project application that includes new scope? For example, if we are currently building a portion of a corridor project and are applying for the next section, can there be some overlap if we were unable to fund all that we wanted to do in the first project?

A9: As long as the scope meets the criteria of the program, and has not been previously awarded funding, then yes.

Q10: Are IGA's required for state funded projects as well?

A10: Yes.



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Concurrence

Q1: Is CDOT concurrence required for projects on their facility?

A1: Yes.

Q2: Who is the RTD contact for concurrence?

A2: Route through Doug Monroe - it will be sent to the appropriate person

Q3: I do not see the RTD CDOT concurrence form on the website, could you please point me in the right direction?

A3: CDOT is working to get the information onto the website.

Q4: Is CDOT concurrence required for projects on their facility

A4: Yes.