1  FUNDING GUIDE

1.1  INTRODUCTION

The Funding Guide has been prepared as part of the Tri-County Transportation Study to serve as a resource for member jurisdictions to use when applying for funding to implement the initiatives and projects featured in the Tri-County Study, as well as other local transportation priorities. This guide is intended to simplify the process of sorting through potential funding sources and supplement sponsoring and participating agencies’ funding sources.

The grant inventory is a broad list of grants specifically about transportation, active transportation, resiliency/sustainability, and stormwater. While comprehensive, this guide is not an exhaustive list of every potential funding source available and should be revisited periodically as new funding sources emerge. The grant inventory hosts many typical grants that can be used to implement recommendations made in the Tri-County Transportation Study. The Grant Guide should be used after consulting the Grant Inventory to get additional details about specific grants. The grants included in this guide are ones that have been awarded to similar projects as the recommendations given in an effort to be strategic about which grants can most benefit staff.

1.2  GRANT INVENTORY

The Grant Inventory lists a variety of grants that can be used throughout the Tri-County region for potential projects. It serves as a tool to check multiple aspects of a grant source that will help staff decide if a particular grant is eligible to apply for certain projects. High level “Eligible Project Type” categories aid to quickly determine whether projects can be funded. Grants are also categorized by “Funding Discipline” to swiftly view grants that only apply to a certain category. Once a grant or more are selected to examine more closely, additional research through the weblink is encouraged and consultation with the Grant Guide to learn more.

1.3  GRANT GUIDE

After consulting the Grant Inventory, the Grant Guide can help find in more detail if a specific grant should be pursued. The guide is comprised of grants that have been awarded to similar projects as the initiatives/projects listed. These grants demonstrate potential successful funding sources for the recommended initiatives/projects. The information provided for these grants include details that are helpful to know in terms of setting up a successful grant application. Most grants have Pre Application Actions and requirements that could disqualify projects. Knowing these pieces of information upfront can help save time and determine suitability more appropriately. Its intended purpose is to give additional information about grants without having to spend time searching grant websites for the details. Once a project seems like a good fit, visit the grand administrator’s website and see the Notice of Funding Opportunity/ Availability (NOFO/NOFA) for more information and updates as certain details change year to year.
**FIGURE 1. HOW TO USE THE FUNDING MATERIALS**

- **Grant Inventory** - Determine if a grant can be tapped for potential project
- **Grant Guide** - See more details that will help set the grant up for success
- **Review NOFO/NOFA** - Changes to grants occur annually, for the most up to date info see the most currently released guidelines
1.4 MATCHING REQUIREMENTS

Most grants will require a local match that the local sponsor contributes to the project. Matching funds are usually stated as a percentage of the total project cost. The percentage of this match varies between grants, as well as where the funds can be sourced to meet the match requirements. It is important to determine whether the match requirement is cash, third-party in-kind or can be fulfilled by a combination of the two. To determine acceptable sources of local match, refer to information in the specific Program Circulars, or Notices of Apportionments, or Notices of Funding Opportunity—all of which are published in the Federal Register and posted on the Operating Administration websites.

Fulfilling match requirements can be a barrier to delivering transportation projects. To reduce this barrier, Federal Fund Braiding can be used as a source for local matches on some federal grants. Federal Fund Braiding is the act of using funds from one Federal program to meet the match requirements of another. The Federal funding “strands” never lose association with the original source and grantees report to both participating agencies regarding how specific funds are spent. A project that receives funds from multiple Federal programs must meet all requirements of the participating Federal agencies, including eligibility requirements, reporting requirements, regulatory requirements, statutory requirements, and program guidance. For example, an INFRA grant federal share may not exceed 60% of the total eligible project costs. An additional 20% of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80%. Federal Fund Braiding can aid in making projects viable that otherwise do not have another source for a local match. To determine eligibility of applying the Federal Fund Braiding to grants, consult the Coordinating Council on Access and Mobility Inventory.

When looking for sources for local matches, it is helpful to account for potential increases to the overall project cost, which increases the proportion of the local match share. Cases of municipalities acquiring the local match from project cost estimates, only to find the actual project cost to be significantly higher, can leave a municipality in a vulnerable position to get more funding. Budgeting 110%-115% of the estimated project cost when calculating local match needs can help ensure applicants identify adequate funding support. Additionally, some grant review committees will look favorably on applicants that produce more than the minimum match requirement.

Other possible sources for matches include local or private funding sources. Municipalities can look for opportunities to leverage funds allocated to existing projects that could help meet the local match or be reallocated. Additionally, municipalities can examine setting a small amount of discretionary funding aside each year to reserve for use of matching funds or set up a revenue stream to ensure that matching funds are available. This is commonly seen in fuel taxes, development fees, and stormwater management fees.

Private funding is another source for matching funds that can come from banks, hospitals, community trust funds and businesses. Relationships with these stakeholders can also be used to partner with these agencies on grant applications. Cooperation between different stakeholder creates strong grant applications that show how the community is working together on common issues. Even when not a direct partner, letters of support from various stakeholders’ bolsters grant applications to show the community wide investment and potential success of a project.
The Bipartisan Infrastructure Law (BIL) provides flexibilities and other benefits for disadvantaged communities located in urban areas and rural communities such as waivers for matching requirements. There are over 100 programs with cost share or matching requirement waivers and flexibilities under the BIL. To learn if a specific program allows a waiver for federal cost share, review the Rural Cost Share Analysis Programs. There are also numerous DOT funding opportunities that supply flexibility in cost sharing requirements for rural, Tribal, and disadvantaged communities. Some highway safety and expedited project delivery projects offer a 100 percent Federal match. Check your specific program NOFO to see the exact requirements and flexibility, if provided.
<table>
<thead>
<tr>
<th>Program Name</th>
<th>Fiscal Year</th>
<th>Grant Type</th>
<th>Federal</th>
<th>State</th>
<th>Non-Federal</th>
<th>Percentage Share</th>
<th>Project Period</th>
<th>Grant Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charge Ahead Colorado</td>
<td></td>
<td>CEO Grant</td>
<td></td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Great Outdoors Colorado</td>
<td></td>
<td>Grant</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>FEMA Hazards Mitigation Grant Program (HMGP)</td>
<td></td>
<td>Grant</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Projects for Interstate Systems (PRISS)</td>
<td></td>
<td>Grant</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Transportation Infrastructure for Economic Development (TIGER)</td>
<td></td>
<td>Grant</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Congestion Relief Program - Transportation</td>
<td></td>
<td>Grant</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Pikes Peak Area Council of Governments - Funding Opportunities Inventory</td>
<td></td>
<td>Grant</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Notes:
- **Funding Discipline C**: Refers to a funding discipline related to resiliency and sustainability.
- **Resiliency/Sustainability**: Indicates programs focusing on sustainability and resilience.
- **Charge Ahead Colorado**: A program aimed at reducing congestion.
- **Great Outdoors Colorado**: A program supporting outdoor recreation and stewardship.
- **FEMA Hazards Mitigation Grant Program (HMGP)**: A program for hazard mitigation.
- **Projects for Interstate Systems (PRISS)**: A program for interstate system development.
- **Transportation Infrastructure for Economic Development (TIGER)**: A program for infrastructure development.
- **Congestion Relief Program - Transportation**: A program to relieve transportation congestion.
- **Pikes Peak Area Council of Governments - Funding Opportunities Inventory**: A program inventory for funding opportunities.
- **Charge Ahead Colorado**: Grant opportunities for projects that reduce congestion.
- **Great Outdoors Colorado**: Grant opportunities for projects that support outdoor recreation and stewardship.
- **FEMA Hazards Mitigation Grant Program (HMGP)**: Grant opportunities for projects that support hazard mitigation.
- **Projects for Interstate Systems (PRISS)**: Grant opportunities for projects that support interstate systems.
- **Transportation Infrastructure for Economic Development (TIGER)**: Grant opportunities for projects that support infrastructure development.
- **Congestion Relief Program - Transportation**: Grant opportunities for projects that relieve transportation congestion.
- **Pikes Peak Area Council of Governments - Funding Opportunities Inventory**: Grant opportunities for funding inventory.
**Building Resilient Infrastructure and Communities (BRIC)**

**Grant Due Date:**

**Pre Application Actions**
- Complete (Y/N)
  - Past Grant Awarded Project
- New Funding Opportunity

**Application To Do's**
- Complete (Y/N)
  - Complete (Y/N)
  - Complete (Y/N)
  - Complete (Y/N)

**Eligible Activities**
- 1/28/22, 3 p.m. Eastern Time
  - Eligible Activities
- Due date depends on project type

**Grant Name:** Resiliency/Sustainability

**Eligibility:**
- In the United States, District of Columbia, or its territories
- Applicants must meet the eligibility requirements for the Hazard Mitigation Grant Program (HMGP), the Intercity Bus Security Grant Program (IBSGP), and the Bridge Replacement Program
- Applicants must have a FEMA-approved state or local government, an independent, non-profit organization, or an intergovernmental entity that meets all eligibility requirements

**Applicant must have a FEMA-approved state or local government, an independent, non-profit organization, or an intergovernmental entity that meets all eligibility requirements.**

**Planning: feasibility**
- Envisioning a desired future state, present the need, and describe the project activity

**Cost Share:**
- 100% for amounts between $10 billion and $20 billion (EHP) requirements.

**Impact:**
- Increase the desired future state

**Economically disadvantaged communities are eligible for funding under the BRIC program.**

**Disaster Mitigation Grant Program (DMGP):**
- No minimum or maximum award size for planning grants.

**Eligible Activities:**
- Rehabilitation, maintenance, and protection of public roads and bridges on the National Bridge Inventory
- Rehabilitation, protection, or replacement of public roads and bridges on the National Bridge Inventory
- Rehabilitation, protection, or replacement of public roads, bridges, and guardrails on the National Bridge Inventory

**Bridge Replacement Program – Planning, Bridge Projects, and Large Bridge Projects**

**Grant Due Date:**

**Pre Application Actions**
- Complete (Y/N)
  - Past Grant Awarded Project
- New Funding Opportunity

**Application To Do's**
- Complete (Y/N)
  - Complete (Y/N)
  - Complete (Y/N)
  - Complete (Y/N)

**Eligible Activities**
- 6/10/2022
- 9/30/2021

**Intercity Bus Security Grant Program**

**Grant Due Date:**

**Pre Application Actions**
- Complete (Y/N)
  - Past Grant Awarded Project
- New Funding Opportunity

**Application To Do's**
- Complete (Y/N)
  - Complete (Y/N)
  - Complete (Y/N)

**Eligible Activities**
- 6/13/2022

**Cost Share:**
- Cost sharing/matching of 50% is required.

**Bridge Replacement Program – Planning, Bridge Projects, and Large Bridge Projects**

**Grant Due Date:**

**Pre Application Actions**
- Complete (Y/N)
  - Past Grant Awarded Project
- New Funding Opportunity

**Application To Do's**
- Complete (Y/N)
  - Complete (Y/N)
  - Complete (Y/N)

**Eligible Activities**
- 1/28/22, 3 p.m. Eastern Time
  - Eligible Activities
- Due date depends on project type

**Transportation**
- Rehabilitation, maintenance, and protection of public roads and bridges on the National Bridge Inventory
- Rehabilitation, protection, or replacement of public roads, bridges, and guardrails on the National Bridge Inventory
- Rehabilitation, protection, or replacement of public roads, bridges, and guardrails on the National Bridge Inventory

**Reconnecting Communities Pilot Program – Planning Grants and Capital Construction Grants**

**Grant Due Date:**

**Pre Application Actions**
- Complete (Y/N)
  - Past Grant Awarded Project
- New Funding Opportunity

**Application To Do's**
- Complete (Y/N)
  - Complete (Y/N)
  - Complete (Y/N)
### Eligible Activities

<table>
<thead>
<tr>
<th>Category</th>
<th>Complete (Y/N)</th>
<th>Pre Application Actions</th>
<th>Complete (Y/N)</th>
<th>Application To Date</th>
<th>Complete (Y/N)</th>
<th>Past Grant Awarded Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
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<tr>
<td>Multimodal project, including (transit, active transportation demand management), multi-modal mobility, and people and pedestrian projects.</td>
<td></td>
<td>Methodology: The requirements list is a required component of the application.</td>
<td></td>
<td>Projects are due - maximum project amount is $200,000.</td>
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<td>CD Water Plan Grant - Water Storage &amp; Supply Projects (Planning)</td>
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<td>Stormwater</td>
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<tr>
<td>INFRAGrant Program/ Large and Mega</td>
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</tbody>
</table>
**Eligible Activities**

- Projects must be done in the state of Colorado.
- Include transportation projects that generate revenue benefits, reduce congestion, provide better mobility, and expand the state’s multimodal freight networks.
- Projects can include highway, bridge, or transit capital projects, transportation planning projects, and non-capital projects such as maintenance, planning, or support activities.

**Pre Application Actions**

- **Complete (Y/N)**
  - Sept, Jan, March

**Past Grant Awarded Project**

- **Complete (Y/N)**
  - April or July

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**RAISE Grant Program**

<table>
<thead>
<tr>
<th>Grant Name</th>
<th>Eligible Activities</th>
<th>Complete (Y/N)</th>
<th>Pre Application Actions</th>
<th>Complete (Y/N)</th>
<th>Application Due Date</th>
<th>Complete (Y/N)</th>
<th>Past Awarded Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Projects that improve safety, reduce congestion, and improve multimodal networks.</td>
<td>Y</td>
<td><strong>Analyticalasel Action</strong>: A pre-application form is required. Project applicants must complete the application, submit a letter of support, and submit a draft concept paper.</td>
<td>Y</td>
<td><strong>Project Application</strong>: Applicants must submit a draft concept paper by the application deadline.</td>
<td>Y</td>
<td>Project will complete an approximately 50-mile fully-rehabilitated, automated transit system in the corridor between the Denver and Colorado Springs metro areas. The project will also provide wider sidewalks, wider curbs, and additional traffic management facilities.</td>
</tr>
<tr>
<td>Freight</td>
<td>Projects that improve the economic efficiency of freight networks.</td>
<td>Y</td>
<td><strong>Analyticalasel Action</strong>: A pre-application form is required. Project applicants must complete the application, submit a letter of support, and submit a draft concept paper.</td>
<td>Y</td>
<td><strong>Project Application</strong>: Applicants must submit a draft concept paper by the application deadline.</td>
<td>Y</td>
<td>Project will complete an approximately 80-mile fully-rehabilitated, automated transit system in the corridor between the Denver and Colorado Springs metro areas. The project will also provide wider sidewalks, wider curbs, and additional traffic management facilities.</td>
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</tbody>
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**GOCO Grants**

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<tr>
<th>Grant Name</th>
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<th>Complete (Y/N)</th>
<th>Pre Application Actions</th>
<th>Complete (Y/N)</th>
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<tr>
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**Colorado Parks & Wildlife Non-Motorized Trails Grant**

<table>
<thead>
<tr>
<th>Grant Name</th>
<th>Eligible Activities</th>
<th>Complete (Y/N)</th>
<th>Pre Application Actions</th>
<th>Complete (Y/N)</th>
<th>Application Due Date</th>
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<tr>
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<td>Projects that improve safety, reduce congestion, and increase accessibility.</td>
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<td>Projects that improve the economic efficiency of freight networks.</td>
<td>Y</td>
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