



# **APPENDIX F**

## FUNDING OPPORTUNITIES SUMMARY

Summary of Potential Town of Superior VZAP Funding Opportunities											
Funding Program	Description	Funding Amount	Match Requirement	Status/Anticipated Funding Release Date	Bicycle Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement, etc.)
Superior Programs											
Sales & Use Tax	The Sales and Use Tax, passed by voters in 2024, is a 0.315% sales and use tax which will be used to for capital improvement projects.	Approximately \$1.6 Million annually	N/A	N/A	X	X	X	X	X		X
Superior General Fund/CIP	The Town passes an annual budget with allotted dollars for transportation-related projects including upgrades, maintenance, and construction of new facilities.	Varies	N/A	N/A	X	X	X	X	X	X	X
Boulder County Programs											
Countywide Transportation Sales Tax	This fund, passed by voters in 2001 and extended by voters in 2007 and again in 2022, is a countywide 0.1 percent tax (one cent on a \$10 purchase) on all sales in Boulder County. Revenues fund transportation projects including transit service and programs, roadway safety and resilience, regional corridors, regional trails and commuter bikeways, and community mobility programs.	Approximately \$4.1 Million annually	N/A	Approved by voters to extend without end in 2022	X	X	X	X	X		X
Boulder County Road & Bridge Fund	The Boulder County Road and Bridge Fund (R&B) is a combination of property taxes, use taxes, state vehicle registration fees, specific ownership tax on vehicle registration, and gasoline taxes collected by the State and County. RR&B funds are restricted to use on the construction and maintenance of roadway-specific projects (including transit and bicycle facilities). R&B collections will be spent on planning, designing, and constructing capital projects, such as repaving roads, repairing and replacing bridges, replacing culverts, repairing sidewalks, etc. The remainder of the road and bridge fund is used by the county for road and infrastructure maintenance activities.	Varies (for the 2024 budget, was \$5.9 Million for maintenance and rehabilitation and \$8.8 Million for dedicated transportation salex tax projects)	N/A	N/A	X	X	X	X	X	X	

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Regionally-Administered Programs											
DRCOG Transportation Improvement Program (TIP)	The Denver Regional Council of Government (DRCOG) Transportation Improvement Program (TIP) outlines a four-year plan for federally and state-funded transportation projects to be implemented in the Denver region, aligning with the goals of Metro Vision and the Regional Transportation Plan. Developed through collaboration among local governments, the Colorado Department of Transportation, and the Regional Transportation District, the TIP ensures that selected projects meet air quality standards and regional priorities. The program includes set-aside funds for specific initiatives, such as transportation demand management and air quality improvements, to address targeted regional needs. TIP funding is sourced from 5 major programs: Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), Congestion Mitigation/Air Quality (CMAQ), Carbon Reduction Program (CRP), and State Multimodal Transportation and Mitigation Options Fund (MMOF).	\$100,000 minimum	20%	Next anticipated call for projects in late 2025/early 2026. There is uncertainty regarding upcoming deadlines, given IJA funding is currently committed through FY26.	X	X	X	X	X		X
DRCOG Transportation Improvement Program (TIP) Set Asides Programs	<p>DRCOG's Transportation Improvement Program also funds set-aside programs. Under the Policies for TIP Program Development, a portion of available DRCOG-controlled funds are removed from the pool of available funds prior to a call for projects for the Transportation Improvement Program. These funds are set-aside for specific projects that address priorities identified by the Board. Each program develops its own policies, solicitation application and evaluation criteria.</p> <p>y. For the Fiscal Year 2024-2027 TIP, the TIP Policy identifies five set-asides:</p> <ul style="list-style-type: none"><li>• Transportation Demand Management Services</li><li>• Regional Transportation Operations and Technology<ul style="list-style-type: none"><li>• Air Quality Improvements</li><li>• Human Service Transportation</li></ul></li><li>• Community Mobility Planning and Innovation</li></ul> <p>The Community Mobility Planning and Innovation set-aside is made of four constituent programs:</p> <ul style="list-style-type: none"><li>• Transportation Corridor Planning</li><li>• Community-Based Transportation Planning<ul style="list-style-type: none"><li>• Livable Centers Small-Area Planning</li><li>• Innovative Mobility</li></ul></li></ul>	<p>Set asides for fiscal years 2024-2047</p> <ul style="list-style-type: none"><li>• Transportation Demand Management: \$2 Million</li><li>• Regional Operations &amp; Technology: \$16 Million for projects, \$4 Million towards signal timing plan development</li><li>• Human Service Transportation: \$8 Million</li><li>• Transportation Corridor Planning: \$3 Million</li><li>• Community-Based Transportation Planning: \$2.5 Million<ul style="list-style-type: none"><li>• Livable Centers: \$2.5 Million</li><li>• Innovative Mobility: \$4 Million</li></ul></li></ul>	20%	<p>Spring 2025:</p> <ul style="list-style-type: none"><li>• Transportation Demand Management non-infrastructure projects</li></ul> <p>Anticipated Summer 2025:</p> <ul style="list-style-type: none"><li>• Transportation Corridor Planning</li></ul> <p>Anticipated fall and winter 2025:</p> <ul style="list-style-type: none"><li>• Community-based Plans</li></ul> <p>Spring 2026:</p> <ul style="list-style-type: none"><li>• Regional Transportation Operations and Technology</li></ul> <p>2024 calls:</p> <ul style="list-style-type: none"><li>• Human Service Transportation (last call was winter 2024)</li><li>• Innovative Mobility (last calls were summer and fall 2024)</li></ul> <ul style="list-style-type: none"><li>• Livable Centers (last calls were summer and fall 2024)</li></ul>	X	X	X	X	X		X

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State-Administered Programs											
CDOT Transportation Alternatives Set-Aside Program (TA)	Federal funds are allocated under the TAP program to transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Many TAP projects enhance non-motorized forms of transportation like biking and walking. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	Varies	20%	Anticipated next NOFO release in Spring 2026. There is uncertainly regarding upcoming deadlines, given IJJA funding is currently committed through FY26.	X	X	X				X
CDOT Revitalizing Main Streets	CDOT seeks to award grants for projects that support downtown vitality and the built environment, community access to public streets and bringing innovative uses of public spaces to life with multimodal transportation projects. The funds may be used for active transportation infrastructure improvement and amenity projects that meet the aim of the program. In addition, projects must be ‘shovel ready’, therefore can be completed within a 12 month period from grant contract execution, if approved.	\$10,000-\$250,000	10%	For 2025, 6 deadlines (2/26, 4/30, 6/25, 8/27, 10/29 & 12/31)	X	X	X	X			
CDOT Safe Routes To School (SRTS)	The FHWA Safe Routes to School (SRTS) program promotes safe and accessible walking and biking routes for children traveling to and from school. It provides funding and resources for infrastructure improvements, education, and encouragement programs to enhance student safety and increase active transportation. The program aims to reduce traffic congestion, improve public health, and foster community engagement around school travel.	Infrastructure grants: \$100,000 to \$1,000,000	20%	Bi-annual cycle, with next anticipated opening in FY 2027	X	X		X	X		X
CDOT Highway Safety Improvement Program (HSIP)	<p>The Highway Safety Improvement Program (HSIP) is a federal initiative aimed at reducing traffic fatalities and serious injuries on public roads. It provides funding to states for safety improvement projects that are data-driven and focus on reducing crashes. The program emphasizes identifying high-risk locations and implementing cost-effective measures to enhance roadway safety for all users.</p> <p>Twenty-five percent of HSIP for Region 1 is set aside specifically for systemic projects that improve safety for Vulnerable Roadway Users (VRU) or improve safety along High Risk Rural Roads (HRRR). Local agency HSIP funding applications not exceeding a requested amount of \$500,000 are eligible to be considered for this set aside.</p>	Minimum request \$250,000, multiple project locations can be combined to meet the \$250,000 threshold)	10%	FY28 HSIP applications were due February 2025. There is uncertainly regarding upcoming deadlines, given IJJA funding is currently committed through FY26.	X	X	X	X	X		

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State-Administered Programs (Cont.)											
DOLA Community Development Block Grant (CDBG)	The Department of Local Affairs Division of Local Government (DOLA-DLG) administers the federal Community Development Block Grant (CDBG) program for non-entitlement municipalities and counties to carry out community development activities. Eligible uses of funds include acquisition, design/engineering, construction, reconstruction, rehabilitation or installation of public improvements or public facilities. Examples of projects include sewer and water systems, commercial streetscape improvements, community centers, food banks, shelters, health clinics etc. The funds must be used for activities that either benefit primarily low to moderate income persons (a project located in at least a 51% low income community OR the project beneficiaries must be at least 51% low income based on local data); assist in prevention or elimination of slums or blight.	Varies	N/A	Annual	X	X	X				
CDOT Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) Community Clean Transportation Assistance Grant Funding Program (CCTAP)	The Community Clean Transportation Assistance Grant Funding Program (CCTAP) will look to support communities and other governmental entities in the nonattainment area with eligible projects that will provide demonstrated improvements to air quality in the nonattainment area. Projects funded through this program should aim to meet the business purpose of NAAPME and look to address at least one of the funding focus areas identified in the NAAPME 10-Year Plan. Additional consideration will be given to projects that support disproportionately impacted communities, as defined in Colorado Revised Statutes.	\$500,000 - varies (maximum award per project based on total amount available each funding round)	20%	Annual (due in Spring) - future funding rounds for CCTAP are at the discretion of the Board of Directors	X	X	X	X			X
Federal/National Programs											
USDOT Active Transportation Infrastructure Investment Program (ATIIP)	The ATIIP is a new competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.	Active transportation projects or group of projects with a total cost of over \$15 million, or total cost of \$100,000 for planning and design grants	20%	NOFO presumed to be released in Spring 2025. There is uncertainty regarding upcoming deadlines, given IJA funding is currently committed through FY 26.	X	X	X	X	X		

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Federal/National Programs (cont.)											
Better Utilizing Investments to Leverage Development (BUILD)	The BUILD grant (formerly RAISE) is a federal program aimed at supporting transportation infrastructure projects that promote sustainability, equity, and resilience. Administered by the U.S. Department of Transportation, RAISE provides funding for projects that improve safety, environmental outcomes, and accessibility, particularly in underserved and rural communities. It focuses on creating long-lasting infrastructure improvements that address the needs of diverse populations while fostering economic growth and environmental stewardship.	Capital grant in urban area: \$5 million to \$25 million	20%	There is uncertainty regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.	X	X	X	X	X		
USDOT Safe Streets and Roads for All (SS4A)	The Office of the Secretary's Safe Streets and Roads for All Grant program provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as Vision Zero or "Toward Zero Deaths" initiatives.	Planning and Demonstration grants: \$100,000 to \$5,000,000 Implementation grants: \$2,500,000 to \$25,000,000	20%	NOFO released in March 2025 with applications due June 26, 2025. IIJA funding is currently committed through FY 26.	X	X	X	X	X		X
USDOT Advanced Transportation Technology and Innovation (ATTAIN) Program	The ATTAIN Program is intended to provide funding to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Up to \$12,000,000	20%	Next NOFO anticipated to open in Fall 2025. There is uncertainty regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.					X		
USDOT Multimodal Project Discretionary Grant Opportunity (MPDG)	Includes: Mega Grant, INFRA Grant & Rural Surface Transportation Grant - applicants may choose to apply to one, two, or all three of these grant programs. The funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.	Varies	Varies	Next NOFO anticipated to open in Spring 2025. There is uncertainty regarding upcoming deadlines, given IIJA funding is currently committed through FY 26.	X	X	X	X	X		