

Oregon Department of Transportation
Public Transportation Division

2024-26 Mid-Cycle Discretionary Grant Solicitation

Advance Notice - December 2023



December 2023

Table of Contents

Solicitation Overview.....	3
Statewide Transportation Planning Program (Section 5304)	4
Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) ..	5
Bus and Bus Facilities Program (Section 5339)	5
Vehicle Replacement Program (STBG)	6
Grant Program Schedule	7
New to this Solicitation	8

Solicitation Overview

The 2024-2026 Mid-Cycle Discretionary Grant Solicitation offers funding on a competitive basis for public transportation projects. Funding is available for capital, operations, and planning depending on funding source. The solicitation opens on January 4, 2024 and the application deadline is March 12, 2024.

Pending approval by the Federal Transit Administration, the grant agreement period for planning and operations projects is from October 1, 2024 to September 30, 2026, and the grant agreement period for capital projects is October 1, 2024 to September 30, 2028.

The information contained in this Advance Notice will assist program participants to prepare for the discretionary grant application process. This notice provides information and estimated allocations for these discretionary grant programs:

- Statewide Transportation Planning Grant Program (Section 5304)
- Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)
- Bus and Bus Facilities (Section 5339)
- Vehicle Replacement Program (Oregon Transportation Commission-directed STBG funding)

Table 1 contains estimates of funding availability. Final amounts may vary.

Table 1 Program and estimated available funding 2024-26 Mid-Cycle Discretionary Grant Solicitation

Program	Eligible recipients	Eligible projects examples	Federal/local match ratios	Estimated allocation
Federal Transit Administration (FTA) §5304 Statewide Transportation Planning	Rural public transportation agencies	Planning projects leading to improved mobility and accessibility	80/20	\$300,000
FTA §5310 Enhanced Mobility of Seniors and Individuals with Disabilities	Public transportation agencies providing rural services	Operations Mobility management Purchased service Preventive maintenance	Operations: 50/50 All others: 80/20	\$3 M

Program	Eligible recipients	Eligible projects examples	Federal/local match ratios	Estimated allocation
FTA §5339 Bus and Bus Facilities	Small urban (50,000-200,000 population) and rural (less than 50,000 population) public transportation agencies	Vehicle replacement	Vehicles that comply with the Americans with Disabilities Act (ADA) or the Clean Air Act (CAA): 85/15 Vehicle-related equipment and facilities that comply with ADA or CAA: 90/10 Bicycle facilities: 90/10 All others: 80/20	\$4.6 M
		Vehicle expansion		
		Bus equipment		
		Signs and shelters		
		Bus and administrative facilities		
		Bicycle facilities		
Vehicle Replacement (STBG)	Large urban, small urban, and rural public transportation agencies	Vehicle replacement	89.73/10.27	\$9 M
		Vehicle right-sizing		
Estimated Total				\$16.9 M

Statewide Transportation Planning Program (Section 5304)

Purpose: Support statewide public transportation planning efforts and assist local improvements in the public transportation network.

Eligible recipients: Public transportation agencies that serve rural areas (population less than 50,000).

Eligible projects: Planning projects leading to improved mobility and accessibility for Oregonians. Proposed projects should align with the goals and priorities of regional transit plans and the [Oregon Transportation Plan](#), the [Oregon Transit Network Report](#), and/or the [Oregon Strategic Action Plan](#).

Federal/local match ratio: 80%/20%

Estimated available funds: \$300,000

Selection criteria:

- Equity: 30%
- Safety: 25%
- Climate mitigation: 25%
- Readiness to proceed: 10%
- Community benefits: 10%

Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

Purpose: Finance projects targeted toward meeting the transportation needs of seniors and individuals with disabilities.

Eligible recipients: Agencies providing transportation services in rural areas (less than 50,000 population), including:

- Public agencies that certify to the Governor that no nonprofit corporations or associations are readily available to provide the service; and public agencies designated by PTD under ORS 190;
- Public agencies approved by the state to coordinate services for seniors and individuals with disabilities; and
- Private non-profits, if coordinated with public transportation services and human service agencies.

Eligible projects: Mobility management, purchased service, preventive maintenance, and operations projects to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. It is not sufficient that seniors and individuals with disabilities are included (or assumed to be included) among the people who will benefit from the project. All projects funded with §5310 funding must be derived from a locally developed coordinated public transit-human service transportation plan, in Oregon known as the “Coordinated Plan.” The proposed project must be referenced in a coordinated plan document.

Estimated available funds: \$3 million

Federal/local match:

- Mobility management, purchased service, and preventive maintenance: 80%/20%
- Operations: 50%/50%

Selection criteria:

- Mobility management, purchased service, and preventative maintenance:
 - Equity: 20%
 - Safety: 10%
 - Climate mitigation: 10%
 - Community benefits: 50%
 - Readiness to proceed: 10%
- Operations projects
 - Safety: 20%
 - Equity: 20%
 - Community benefits: 50%
 - Readiness to proceed: 10%

Bus and Bus Facilities Program (Section 5339)

Purpose: Funding for bus and bus-related capital projects that will support the continuation and expansion of public transportation services in the United States.

Eligible recipients: Transportation agencies that serve small urban (50,000-199,999 population) and rural areas (less than 50,000 population), including:

- Public agencies
- Private non-profits that are engaged in public transportation

- Requires drug and alcohol testing requirements and reporting per 49 CFR Part 655

Eligible projects: Replace, rehabilitate and purchase buses and related equipment, and construct bus-related facilities. Preventative maintenance is not an eligible expense, with the exception of rolling stock overhauls to make sure rolling stock reaches its useful life. For vehicle replacement or right-sizing projects, the vehicle to be replaced or right-sized must meet or exceed the vehicle category useful life standard at the time of procurement.

Standard fuel vehicles. The acquisition of standard fuel vehicles (i.e., diesel or gasoline) are eligible projects. However, applicants must demonstrate that they considered applying for a low- or no-emission vehicle and determined that a low- or no-emission vehicle is not a practical option at this time.

Zero-emission projects. If you are applying for funding for a zero-emission project, either a zero-emission vehicle (e.g., battery-electric vehicle) or related infrastructure (e.g., charging equipment), you need to include a zero-emission transition plan with your application. Guidance and instructions on how to create a zero-emission fleet transition plan will be included with the grant instructions on January 4th.

Federal/local match ratios:

- Vehicles that comply with Americans with Disabilities Act (ADA) or the Clean Air Act (CAA): 85%/15%
- Vehicle-related equipment and facilities that comply with ADA or CAA: 90%/10%
- Bicycle facilities: 90%/10%
- All others: 80%/20%

Estimated available funds: \$4.6 million

Selection criteria:

- Equity: 30%
- Safety: 20%
- Climate mitigation: 20%
- Readiness to proceed: 10%
- Infrastructure and multi-modal connectivity: 10%
- Community benefits: 10%

Note: Agencies that receive Section 5339 funds will be required to report to the National Transit Database (NTD) and have an FTA-compliant drug and alcohol testing program in place. Agencies that receive Section 5310 funds may be required to do asset reporting to the NTD.

Vehicle Replacement Program (STBG funding)

Purpose: The Oregon Transportation Commission has allocated funding for vehicle replacement and right-sizing using transfers from the Federal Highway Administration’s Surface Transportation Block Grant (STBG) program. Funds will be transferred to FTA section 5307, 5310, or 5311 programs after award based on recipient eligibility.

Eligible recipients: Entities eligible to receive FTA section 5307, 5310, or 5311 funding.

Eligible projects: Vehicle replacement or right-sizing of vehicles in which ODOT holds a security interest. Vehicle to be replaced or right-sized must meet or exceed the age standard or must meet or exceed the mileage standard for the vehicle type at the time of procurement.

Standard fuel vehicles. The acquisition of standard fuel vehicles (i.e., diesel or gasoline) are eligible projects. However, applicants must demonstrate that they considered applying for a low- or no-emission vehicle and determined that a low- or no-emission vehicle is not a practical option at this time.

Zero-emission projects. If you are applying for funding for a zero-emission project, either a zero-emission vehicle (e.g., battery-electric vehicle) or related infrastructure (e.g., charging equipment), you need to include a zero-emission transition plan with your application. Guidance and instructions on how to create a zero-emission fleet transition plan will be included with the grant instructions on January 4th.

Federal/local match ratio: 89.73%/10.27%

Estimated available funds: \$9 million

- \$4 million for Section 5307
- \$5 million for Section 5310 and 5311 projects, and pending funding availability, Section 5307 projects.

Selection criteria:

- 5307
 - Climate mitigation 50%
 - Equity 20%
 - Exceeds useful life standard 10%
 - Community benefit 10%
 - Readiness to proceed 10%
- 5310
 - Climate mitigation 10%
 - Equity 20%
 - Exceeds useful life standard: 10%
 - Community benefit 50%
 - Readiness to proceed 10%
- 5311
 - Climate mitigation 40%
 - Equity 30%
 - Exceeds useful life standard 10%
 - Community benefit 10%
 - Readiness to proceed 10%

Grant Program Schedule

Table 2 2024-2026 Mid-Cycle Discretionary Grant Solicitation Schedule

December 7, 2023	Advance Notice
January 4, 2024	Solicitation opens: guidance and application materials available
January 16, 2024	Grant overview grant training & drop-in question session via Zoom
March 12, 2024	Application submittal deadline
March 29, 2024	Eligibility check and red flag review complete – Applicant will have 7 calendar days to address any issues identified.
June 2024	Grant award presentation to Public Transportation Advisory Committee
October 2024	Grant agreements executed

New to this Solicitation

The Oregon Transportation Commission approved an update of the State's long-term strategic plan in July 2023. To advance the goals and objectives of the Oregon Transportation Plan and better reflect ODOT priorities, PTD staff performed a review and update of the Mid-Cycle Grant Solicitation. The following changes have been incorporated into this year's grant solicitation:

- *Funding priorities:* The Oregon Transportation Plan identifies safety, equity and climate mitigation as strategic priorities. As a result, safety, equity, and climate mitigation are key funding priorities in project selection.
- *Financial risk:* Agencies that are currently undergoing a forensic audit or have repeat audit findings of significant deficiency regarding internal control over final reporting may be deemed ineligible for funding.
- *Independent cost estimate for vehicle acquisition projects:* Vehicle acquisition projects (replacement, right-sizing or expansion) must include an independent cost estimate to demonstrate the proposed vehicle can be procured for the proposed budget and within the proposed timeline. Instructions on how to complete an independent cost estimate will be included in the application instructions when the solicitation opens on January 4, 2024.
- *Standard fuel vehicles.* The acquisition of standard fuel vehicles (i.e., diesel or gasoline) are eligible projects. However, applicants must demonstrate that they considered applying for a low- or no-emission vehicle and determined that a low- or no-emission vehicle is not a practical option at this time.
- *Zero-emission capital projects.* If you are applying for funding for a zero-emission capital project, either a zero-emission vehicle (e.g., battery-electric vehicle) or related infrastructure (e.g., charging equipment), you need to include a zero-emission transition plan with your application. Guidance on how to create a zero-emission fleet transition plan will be included in the application instructions when the solicitation opens on January 4, 2024.
- *Application process:* Applications will be accepted through the Oregon Public Transit Information System (OPTIS) system. For access to OPTIS, contact ODOTPTDReporting@odot.oregon.gov or your [Regional Transit Coordinator](#). Overview of entry instructions will be provided on January 16, 2024. Instructions will be provided in the guidance documents when the solicitation opens.

Additional information and an electronic version of this notice can be found on the Public Transportation Division website's [News and Trainings](#) and [Funding Opportunities](#) pages. For information about other Public Transportation Division resources and services contact us at 503-986-3300 or <https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/About-RTCs.pdf> or jovi.arellano@odot.oregon.gov.