



INNOVATIVE MOBILITY

2026 Grant Guidance

Questions?

Reach out to Innovative Mobility Program Staff:

innovativemobility@odot.oregon.gov

503-986-3800

Webinar: Tuesday, September 22 1-2 p.m.

Letter of Intent (LOI) due by 5 p.m. October 14, 2026

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Part 1: Program Overview

The Innovative Mobility Program (IMP) is a one-time initiative that is designed to increase access to public and active transportation. The IMP is funded by the Bipartisan Infrastructure Law (BIL) passed by Congress in November 2021 and State of Oregon dollars. It was created in 2022 at the direction of the Oregon Transportation Commission (OTC).

Program Objectives

The core objectives of the program are to:

1. Improve **under-resourced communities'** access to public and active transportation.
2. Reduce the number of drive-alone trips.
3. Reduce greenhouse gas emissions.

The term “under-resourced communities” refers to populations sharing a particular characteristic, as well as geographic communities, whose access to resources and opportunities have been limited due to structural deficiencies. This includes, but is not limited to, communities who have been under-resourced due to age, disability status, language, income, race/ethnicity, immigration status, or gender.

Applications for Innovative Mobility Program funds will need to demonstrate how their projects are aligned with the Program Objectives, including how under-resourced communities benefit and how climate goals are supported.

Part 2: Solicitation Overview

Grant Type

Capital and Equipment Grants (non-infrastructure) are being offered in this solicitation. These grants are intended to support the purchase of capital and equipment for **microtransit/flexible shuttle** service and **shared micromobility** services¹ that improve access to public and active transportation for under-resourced groups. These funds do not support operation costs.

Funding

Capital and Equipment Grants will be funded using Federal Surface Transportation Block Grant (STBG) and Carbon Reduction Program (CRP) funds. **Applicants must provide 10.27% in matching funding upon federal grant award.** Local or state funds may be used as match, but federal funds generally may not be used to match other federal funds. Applicants must meet all federal requirements if granted federal funds.

Total Funding: ODOT plans to award up to \$5,400,000 in federal funds for capital and equipment grants this cycle.

¹ See [Shared Mobility Definitions from FTA](#) and [Shared-Use Mobility Center Definitions](#) for more information.

Grant Request Limits

Applicants may submit proposals for a minimum of \$200,000 in grant funds per project. There is no maximum.

Grant funds may be no more than 89.73% of total project costs and applicants must provide 10.27% of project costs in match funds. See [Grant Requirements](#) for a list of eligible match sources.

Solicitation Schedule

September 8 – October 14	Letters of Intent (LOI) accepted
September 14 – October 9	Office hours offered
November 4 – December 18	Full proposals accepted
January – February 2027	Proposal scoring period
March 2027	Awards announced
March 2027 – Summer 2027	Post award grant processing

Eligible Applicants

The following entities are eligible to apply:

- Local, regional, Tribal, and state government agencies (excluding the Oregon Department of Transportation),
- Public schools, school districts, colleges, and universities (must be nonprofit or public entity),
- Transportation providers (must be nonprofit or public entity),
- Nonprofits with 501(c) status*,

*Nonprofit entities must be 1) Designated by the Federal government as a 501(c) nonprofit entity 2) Registered and certified with the Oregon Secretary of State as a [nonprofit organization](#) and 3) NOT on the Oregon Department of Justice list of [Disqualified Charities](#).

Eligible Projects and Activities

Projects eligible for selection are limited to capital and equipment for **microtransit/flexible shuttle** service and **shared micromobility** services.

Microtransit/flexible shuttle

Microtransit/flexible shuttle projects will be funded using federal STBG funds. STBG funds are provided under Federal Highway Administration (FHWA) and offer flexible funding to best address state and local transportation needs.

Examples of eligible vehicles² under this category include:

- Cutaway bus or van
- Passenger van

² See Shared-Use Mobility Center [Microtransit Vehicle Examples](#).

- Minivan

In addition to vehicle purchases, other related equipment may be purchased to support microtransit/flexible shuttle services. For example,

- Stop improvements such as benches, lighting, and shade
- Charging stations
- Bicycle racks for vehicles

This is not meant to be an exhaustive list. For more information on microtransit/flexible shuttle projects eligible to receive STBG funds, please refer to the [STBG eligible activities](#) and FHWA's program [fact sheet](#).

Shared micromobility

Shared micromobility projects will be funded using *either* federal STBG funds or federal CRP funds. CRP funds are another funding source provided under FHWA and are designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Examples of eligible devices³ under this category include:

- Electric assisted bicycle
- Electric cargo bicycle
- Motor assisted scooter

*Please note that electric devices must be equipped with a battery and electric drivetrain system that has been tested to common Underwriters Laboratories standards or similar.

In addition to device purchases, other related equipment may be purchased to support shared micromobility services. For example,

- Bicycle parking
- Charging stations
- Specialized equipment for maintaining pedestrian and bicycle facilities (sweepers, miniplows)

This is not meant to be an exhaustive list. For more information on shared micromobility projects eligible to receive STBG or CRP funds, please refer to the [STBG eligible activities](#), [CRP eligible activities](#) and FHWA's program [fact sheet](#).

Ineligible Projects and Activities

Capital and Equipment Grants are limited to equipment, so funds may not be used for operations. Operation expenses are the day-to-day costs associated with operating the shared mobility service.

³ See [Oregon Micromobility, Moped, and Mini Motorcycle Guide](#).

Other ineligible expenses include:

- Small mobility devices that are not defined in Oregon Revised Statute or do not meet national battery safety or electric drive standards.
- Maintenance for purchased equipment.
- Construction costs associated with purchased equipment.
- Items procured or work completed *prior* to ODOT issuing a Notice to Proceed (NTP).

Please note that Capital and Equipment Grants are **reimbursement-based**. Grantees will receive reimbursements from ODOT based on claims and source documents submitted to IMP staff for eligible activities.

Build America, Buy America Act

The Federal Highway Administration issued updated guidance in [2022](#) and [2023](#) around the Build America, Buy America Act to incorporate construction materials due to new provisions in the BIL. Understanding Build America, Buy America Act considerations are important during the project identification process to ensure project delivery. Applicants should be aware that Build America, Buy America Act requirements may apply when purchasing manufactured products, such as new vehicle purchases or components for charging stations.

Grant Requirements

All grantees must:

- Enter into an agreement with ODOT that specifies legal and contractual obligations, including required federal terms and conditions.
- Deliver projects within the agreed-upon scope of work (SOW), timeline, and budget.
- Provide a minimum match of 10.27% of the total project amount. IMP funds can pay up to 89.73% of project costs. Cash match (non-federal) or in-kind match (donated product or volunteer time) is required. In-kind match is subject to prior ODOT authorization.
- Follow federal procurement standards for purchases and third-party contracting. Applicants should consider these procurement requirements while planning and budgeting for the project.
- Have up-front funding available and sufficient to cover the costs associated with delivering their grant. Federal grants are reimbursement-based and ODOT cannot advance federal funds prior to work being done.
- Submit quarterly reimbursement requests with supporting documentation for reimbursement.
- Submit quarterly progress reports using agreed-upon reporting methods and submit a separate final report at the end of the grant that summarizes the grant activity, results, and lessons learned.

Grant Timeline

Grants officially begin when agreements are signed and ODOT issues a Notice to Proceed allowing grantees to begin work. Grantees will have up to three years to complete projects after a NTP is issued.

Part 3: Selection Criteria and Evaluation Process

IMP staff will screen all proposals to confirm that the organization and project are eligible for funding. After the initial screening, a review committee will evaluate the proposals.

The review committee will score proposals on three criteria and proposals can be awarded up to 100 points. The scoring criteria are:

- Community benefit (20 possible points)
- Alignment with ODOT priorities (30 possible points)
- Project plan and readiness (50 possible points)

Category	Maximum Number of Points
Community Benefit	20
Alignment with ODOT Priorities:	
Equity	15
Climate	10
Safety	5
Project Approach and Readiness	50
Total Maximum Score	100

Community Benefit (20 possible points)

The review committee will evaluate proposals on their overall community benefit. Applications must include:

- A narrative description identifying what community need the proposed equipment will address, and how the need was identified. Letters of support from local jurisdictions, community groups, and other local agencies will be accepted.
- A narrative description identifying how the proposed equipment will fill a gap in the transportation system and/or facilitate improved connections between modes. Applicants should indicate if the requested equipment is referenced in a local plan and clearly identify the plan and project.

Alignment with ODOT Priorities (30 possible points)

The review committee will evaluate proposals based on the proposed project's alignment with ODOT priorities around equity, climate and safety. Applicants will be asked to describe what they are hoping to achieve with their proposed project and how the desired outcome supports improving under-resourced communities' access to public and active transportation. Applicants must identify how the project aligns with priorities in the [Oregon Transportation Plan](#) or one of the related topic or modal plans.

Project Approach and Readiness (50 possible points)

The review committee will evaluate proposals based on the description of the project approach and readiness to carry out the project. Applicants will need to include:

- A list of anticipated project activities along with a timeline of key milestones and deliverables to show that the project can be realistically accomplished in the designated timeframe.
- For vehicle purchases, indicate if vehicle(s) will replace existing vehicle(s). If existing vehicle(s) are being replaced, include the age of existing vehicle(s), annual mileage of each vehicle, and end of life plans for the vehicle(s) being replaced.
- A staffing overview that identifies roles and responsibilities for the project management team. Describe the availability of the project manager and other staff to scope the proposed project and participate in tasks.
- A project budget that is complete, clear, and appropriately scaled to the proposed project with a description of estimated expense categories and the method used to determine the cost estimate.
- A narrative description identifying potential risks or barriers to the proposed project and how the applicant intends to address those barriers, as applicable.
- A plan for maintenance and operations detailing how the equipment will be maintained to operate at a full level of performance. This should document anticipated maintenance and operations costs and how the applicant intends to fund those costs.
- A brief description of the applicant's experience implementing federally funded projects, if any.

Part 4: How to Apply

Solicitation Schedule

September 8 – October 14	Pre-applications accepted
November 4 – December 18	Full proposals accepted
January – February 2027	Proposal review
March 2027	Awardees announced

Pre-Application

An entity interested in applying for a grant must submit a [pre-application](#) between September 8 – October 14, 2024. Program staff will use the pre-application to screen for eligibility and confirm that both the entity and project are eligible. The goal is to ensure that applicants do not invest time and resources developing a full proposal if either the applicant or proposed project is not eligible for any reason.

Applicants can preview questions on the [pre-application form](#). The form allows applicants to save work and come back to it later before submitting.

Required information in the pre-application:

- Name of organization/entity
- Organization/entity website and mailing address
- Contact name, title, email, and phone number
- Entity type (e.g., local, regional, Tribal, or state government agency, etc.)

- Proposed project name
- Shared service type (e.g. micromobility or microtransit)
- Brief description of the project (Limit: 2,000 characters with spaces)
- Explanation of how the project will benefit under-resourced communities (Limit: 1,200 characters with spaces)
- Estimated funding request

Required attachments:

- Nonprofits will need to upload proof of organizational status as a legal entity, such as an IRS Determination Letter.

The deadline to submit a pre-application is Wednesday, October 14, 2026 at 5PM. ODOT encourages applicants to submit their pre-application as early as possible to avoid any issues close to the closing date.

If an eligible entity does not meet the deadline for the pre-application, they may appeal to the Program Manager for an extension. The Program Manager may use their discretion in determining if the entity can submit a late pre-application and will also consider the number of pre-applications already submitted.

IMP staff will screen each pre-application for eligibility and will follow up with the applicant within 10 business days with information about the applicant's and the proposed project's eligibility.

Proposal

Information about how to submit a proposal will be shared on November 4, 2026 when the full proposal period opens. Proposal templates, such as a project budget template, are forthcoming. The deadline to submit a full proposal is December 18, 2026. Please note that proposals received from entities that did not submit a pre-application will not be considered.

More Information

IMP staff will host an informational webinar on **Tuesday, September 22, 2026 from 1-2 PM.**

[Advance registration](#) is required. This webinar will be recorded and available to view afterwards.

If you have questions, IMP staff can be reached by email at innovativemobility@odot.oregon.gov or by phone at 503-986-3800. You can also schedule time to speak with staff via [Microsoft Bookings](#). **Staff will be available to discuss eligibility questions and the grant proposal process between September 14th and October 9th.**

You can also see answers to Frequently Asked Questions on our [FAQ page](#). This page will be updated weekly.

Appendices

Acronyms

BIL	Bipartisan Infrastructure Law
CRP	Carbon Reduction Program
FHWA	Federal Highway Administration
IMP	Innovative Mobility Program
NTP	Notice to Proceed
ODOT	Oregon Department of Transportation
ORS	Oregon Revised Statutes
OTC	Oregon Transportation Commission
SOW	Scope of Work
STBG	Surface Transportation Block Group

Resources

- [FTA Shared Mobility Definitions](#): This webpage includes a list of definitions for shared mobility terms, including bikesharing, carsharing, micromobility, and more, as used by the Federal Transit Association (FTA).
- [Shared-Use Mobility Center Definitions](#): This resource from the Shared-Use Mobility Center includes a list of shared mobility related definitions, including terms like "first and last mile".
- [Shared-Use Mobility Center Microtransit Learning Module](#): This resource from the Shared-Use Mobility Center goes over the operational components, applications, and steps to support a successful microtransit solution.
- [Oregon Micromobility, Moped, and Mini Motorcycle Guide](#): This guide defines different micromobility devices, provides an overview of associated regulations and references where devices are included in Oregon Revised Statutes (ORS).
- [Transportation Equity Needs Assessment Toolkit](#): This resource was developed by researchers at the University of South Florida with funding from the US Department of Transportation (USDOT). It includes a definition of a "transportation equity needs assessment" along with a series of tools to use.