

Oregon Department of Transportation

FTA Section 5310 Federal Formula Grant Program Guidance, 2027-2029

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Updates to Guidance

Date	Section(s)	Description
3/18/26	2.5 Indirect Costs, Appendix A: Calculating Indirect Costs	Added explanation of indirect costs, how to calculate and description of requirements. Removed references to budget development.

Contacts

Additional information and an electronic version of this notice can be found on the Public Transportation Division's website: [Public Transportation Division](#).

Regional Transit Coordinators (RTCs) are a valuable resource for questions about this notice. Contact information: [Regional Transit Coordinators](#)

For questions about the 5310 program or this call for projects contact your [RTC](#), Ryan Phillips (Senior Transit Policy Analyst) ryan.l.phillips@odot.oregon.gov , or Julie Ratcliff (Federal Programs Manager) julie.a.ratcliff@odot.oregon.gov.

Acronyms

ADA	Americans with Disabilities Act
APR	Agency Periodic Report
CE	Categorical Exclusion
CFR	Code of Federal Regulations
DAS	Department of Administrative Services
FTA	Federal Transit Administration
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
MTDC	Modified Total Direct Costs
NTD	National Transit Database
NEPA	National Environmental Protection Act
NICRA	Negotiated Indirect Cost Rate Agreement
OMB	Office of Management and Budget
ODOT	Oregon Department of Transportation
OPTIS	Oregon Public Transit Information System
RADAR	Reasonable, Allowable, Documented, and Allocable
RTC	Regional Transit Coordinator
STBG	Surface Transportation Block Grant
STIF	Statewide Transportation Improvement Fund
USDOT	United States Department of Transportation

Definitions

Capital asset – Capital assets are items that cost at least \$10,000 and have a useful life of at least one year.

Capital project – For Federal Transit Administration (FTA) Section 5310 grants, a capital project is a public transportation project that involves the acquisition, construction, or improvement of long-term physical assets or certain services to meet the specific transportation needs of seniors and individuals with disabilities.

Categorical exclusion – A category of actions that a federal agency has determined normally does not significantly affect the quality of the human environment (42 USC 4336e (1)).

Coordinated public transit-human services transportation plan – A locally developed, coordinated public transit-human services transportation plan (“Coordinated Plan”) that identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation.

Direct costs – costs that can be identified specifically with a particular final cost objective and can be assigned to specific activities with relative ease and a high degree of accuracy.

FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities – Federal Transit Administration program that provides funding states and designated recipients on a formula basis to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

Indirect costs – costs that have been incurred for common or joint purposes that benefit more than one cost objective and cannot be readily identified with a particular final cost objective with effort disproportionate to the results achieved.

Lead Agency – The agency responsible for soliciting and prioritizing projects for 5310 funding within a particular geographic area.

Master Agreement – A foundational document containing standard federal terms, conditions, and requirements (like Disadvantage Business Enterprise and environmental rules) that apply to all projects funded by the FTA, acting as an umbrella for specific grant agreements. It ensures that federal mandates are flowed down to all project participants, ensuring compliance across all tiers of sub-agreements, contracts, and leases, and is updated periodically to reflect new laws and regulations.

Mobility management – A capital project consisting of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers.

Non-traditional project – Projects that go beyond basic ADA compliance, focusing on innovative solutions to enhance mobility for seniors and people with disabilities, like volunteer

driver programs, travel training, advance wayfinding technology, door-to-door services, and building accessible paths to transit stops. Also includes projects that would otherwise be considered “traditional,” when the project is carried out by an entity other than a private nonprofit organization, local government authority that is approved by ODOT to coordinate services for seniors and individuals with disabilities, or if local government authority has not certified that there are no nonprofit organizations readily available in the areas to provide the service.

Public transportation services – Any form of passenger transportation by car, bus, or other conveyance, either publicly or privately owned, which provides service to the general public or special service (not including charter, sightseeing, or exclusive school bus service) on a regular and continuing basis.

Subrecipient – A local governmental authority, a nonprofit organization, or operator of public transportation or intercity bus service that receives federal transit program grant funds through ODOT.

Surface Transportation Block Grant Program (STBG) – Federal Highway Administration grant program that provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Funding is apportioned to states on formula basis.

Traditional project – Capital investments to improve accessible transportation for seniors and people with disabilities, including buying ADA-compliant buses or vans, installing lifts or ramps, upgrading transit technology (e.g., scheduling and/or routing), purchasing transportation services under contract, and funding mobility management programs, all to fill gaps when public transit is insufficient. In addition, projects must be carried out by either a nonprofit organization, a Lead Agency, or local government authority that certifies no nonprofit there are no nonprofit organizations readily available in the area to provide the service.

Qualified Entity – A county in which no part of a Mass Transit District or Transportation District exists, a Mass Transit District, a Transportation District or a federally recognized Indian tribe.

Rural area – A service area located outside of a U.S. Census-designated urban area with a population of 50,000 or less.

Small urban area – As used in the context of FTA formula grant programs, small, urbanized areas are urbanized areas with a population of at least fifty thousand but less than two hundred

1. Overview

The document provides guidance for applying for Federal Transit Administration (FTA) [Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program](#) funding. The information provided in this document is specific to the 2027-29 grant cycle and may be updated in future years.

The purpose of the FTA Section 5310 program is to improve mobility for seniors and individuals with disabilities when the transportation service provided is unavailable, insufficient or inappropriate to meet these needs. This program funds eligible capital, mobility management, purchased transportation services, and preventive maintenance projects for transportation agencies serving seniors and individuals with disabilities. 5310 funding may not be used for operations projects. Projects eligible for Section 5310 funding must be derived from a locally developed and adopted Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan).

FTA allocates small urban and rural apportionments to states using a formula. In addition, the Oregon Transportation Commission has allocated Surface Transportation Block Grant (STBG) funding to ODOT’s 5310 program. Because ODOT considers the Section 5310 program to be a base source of ongoing funding it generally allocates 5310 funds by formula to agencies, rather than on a competitive basis. The allocation for each entity is determined by a base amount and then remaining funds are distributed proportionately based on the number of older adults and people with disabilities living in a geographical area.

Section 5310 small urban, rural, and Surface Transportation Block Grant (STBG) funds are allocated by formula to Lead Agencies who conduct a local solicitation process and select projects for funding from their allocated amount. Lead Agencies that provide services in small urban and/or rural areas must submit up to three separate applications to ODOT: one for the small urban apportionment funding, one for rural apportionment funding, and one for STBG funds.

Table 1.1 provides an overview of the available funding by program. See **Section 2** of this document for additional details regarding each funding program.

Table 1.1: Estimated funding availability by source

Fund Source	Total Available
FTA rural apportionment ¹	\$4,667,259
FTA small urban apportionment ²	\$2,440,938
STBG flexed to 5310 ³	\$23,961,917
Total	\$31,070,114

¹ Rural public transportation agencies serve geographical areas with a population less than 50,000.
² Small urban public transportation agencies serve geographical areas with a population between 50,000 and 199,999.
³ Federal Highway Administration (FHWA) Surface Transportation Block Grant (STBG) funds transferred by the Oregon Transportation Commission to Section 5310.

ODOT will administer grant awards through grant agreements. When federal funds are available, reimbursements will be disbursed on a quarterly basis upon submission of satisfactory progress reports and expenditure documentation.

FTA Section 5310 program requirements are guided by:

- [FTA Circular C 9070.1.H: Enhanced Mobility of Seniors and Individuals with Disabilities](#)
- [FTA Circular C 5010.1F: Award Management Requirements](#)
- [FTA Circular C 4220.1G: Third Party Contracting Guidance](#)
- [ODOT State Management Plan for Public Transportation Programs](#)

1.1 Call for Projects Schedule

Table 1.2 outlines the call for projects schedule. Dates are subject to change.

Table 1.2: Schedule

Schedule	
Activity/Milestone	Target Date
Training and Outreach	
Webinar for providers	March 19, 2026
Questions and answers online session – initial application	April 23, 2026
Questions and answers online session – final application	June 25, 2026
Application Preparation and Submission	
Guidance published online ⁴	March 4, 2026
Application portal open	Week of March 16, 2026
Initial applications due	May 14, 2026
Applicants revise applications	May – July 2026
Final application due	July 16, 2026
Grant Agreements	
Grant agreements sent to providers for signing	February – September 2027
Grant period begins	October 1, 2027

1.2 New to this Funding Cycle

ODOT made several updates for this funding cycle.

⁴ Program guidance, applications instructions, and the application can be accessed through [ODOT's Funding Opportunities webpage](#).

1.2.1 Federal Grant Period

The funding cycle has been aligned with the availability of federal funding and will correspond with the federal fiscal year beginning October 1. This change is designed to support timely reimbursement of eligible federal costs. The start date for the grant performance period will be October 1, 2027.

1.2.2 Initial and Final Application

Lead Agencies will submit an initial and final application for each funding source (rural apportionment, small urban apportionment, and STBG). ODOT staff will review initial applications for clarity, completeness and eligibility, and provide feedback on how applications can be improved. As part of the initial application review, staff will review whether project budgets adhere to the cost principles described in **Appendix B**. As necessary, Lead Agencies will be asked to make improvements prior to submitting their final applications. This change is being introduced to support a more efficient grantmaking process. By identifying issues and addressing them early, we hope it will reduce the need for revisions and delays later in the process.

1.2.3 Indirect Costs

To ensure the accurate calculation of indirect costs and local cost share, compliance with FTA grant requirements, the verification of reimbursement requests, applicants for 5310 formula funds must submit documentation explaining their indirect cost calculation. Agencies that use the *de minimus* method will complete and submit the [5310 indirect cost worksheet](#). An explanation of direct vs. indirect costs and the *de minimis* method for calculating indirect costs is included in **Section 2.5** and **Appendix A**. Agencies that use a negotiated indirect cost rate or cost allocation plan will need to submit relevant documentation.

1.2.4 Traditional and Non-Traditional Projects

FTA requires that at least 55 percent of Oregon’s rural and small urban apportionment funds be used to support “traditional projects.” Up to 45 percent of apportionment funds may be used to fund “non-traditional projects.” The definitions of ‘traditional’ and ‘non-traditional’ projects are included in the definitions section of this guidance. This 55/45 percent requirement applies to rural and small urban apportionments only, not STBG funds, and applies to the apportionment funding in its entirety, not an individual agency’s grant funding specifically. For a fuller discussion of traditional vs. non-traditional projects and related requirements, see [FTA Circular 9701.1H](#) (pp. III-4 – III-5, IV-1 – IV-8).

To ensure compliance with Section 5310 program requirements, during the initial application review phase ODOT staff will determine whether projects are traditional or non-traditional. If the projects submitted for this funding cycle collectively do not satisfy the 55/45 percent requirements, ODOT may request agencies to adjust their applications.

1.2.5 Contract Milestones and Review

Beginning with this funding cycle, ODOT requires applicants requesting funds for purchased transportation services; contracted mobility management; and vehicle, equipment, and other capital asset acquisitions to submit procurement or contracting milestones as part of their

application. This information is needed to ensure timely project delivery, federal compliance, and effective oversight.

1.2.6 Environmental Review Process

The requirements of the [National Environmental Policy Act \(NEPA\)](#) apply to all projects receiving federal funds. The process of addressing compliance with NEPA and all other applicable federal environmental laws (e.g., the Endangered Species Act, the Clean Water Act, and the National Historic Preservation Act) is referred to as the “environmental review process.” Most projects meet the criteria to be classified as a Categorical Exclusion (CE) under NEPA. Time and documentation requirements for completing the CE environmental review process vary depending on project scope, location, and other factors.

For some activities, FTA makes the CE classification as part of the grant review process using the information and documentation in the grant application, and additional documentation is not required to complete the environmental review process. These activities include:

- Mobility management
- Engineering, design, drafting environmental documents and completing environmental studies that do not require ground disturbance
- Preventive maintenance that involves no physical changes and/or alterations to facilities or properties
- Purchase of equipment that is not an interdependent part of a larger project and can be accommodated in existing building(s) or facility(ies) with no physical changes, alterations, or installation required.

For other activities, FTA may require completion of a CE Worksheet to support the CE determination and/or additional documentation to demonstrate compliance with other federal environmental laws (as applicable). FTA determines whether to apply the CE Worksheet to a project, as well as the need to conduct additional analysis or documentation to ensure compliance with other environmental requirements.

The 5310 application includes environmental screening questions intended to assist ODOT in determining the timing and documentation requirements for the federal environmental review process.

NOTE: Projects evaluated under NEPA must be a usable and reasonable expenditure even if there are no additional transportation improvements to the area. This often means that the full scope of a project for NEPA review may need to include local- or state-funded activities and/or activities from multiple different grants. For example, if a subrecipient wants to purchase a property with local or state funds and later develop that property using FTA funds, the subrecipient must obtain NEPA concurrence on the full scope of the project, i.e., for a project that includes both the property purchase with local or state funds and the future development prior to purchasing the property. Grant applications should reference previous and future activities on the same site and/or those related to the FTA federal-funded project, regardless of funding source, to assist in determining the project scope for NEPA review.

2. Funding

2.1 Detailed Information by Funding Source

ODOT uses two types of Section 5310 funding to support eligible projects: FTA annual apportionment funds and STBG funds flexed to Section 5310. For apportionment funds, ODOT’s estimate of the allocation total is based on one year of FTA apportioned funds and one year of forecasted funds. As a result, apportionment allocations are an “estimate” and may be adjusted in the future once FTA publishes actual apportionments. The STBG funds listed in **Tables 2.1** and **2.2** are not estimates and generally should not change.

ODOT reserves up to ten percent of apportionments for program management. The remaining 5310 apportionment funds are available for formula distribution.

Apportionment funds and STBG funding can be used for all eligible projects. Eligible projects include vehicle acquisitions, facilities construction/renovation, equipment acquisitions, mobility management, purchased services, and preventive maintenance. **Table 2.1** contains subrecipient, project, and match details.

Table 2.1: Detailed Program Eligibilities and Match Requirements

Detailed Program Eligibilities and Match Requirements				
Program	Eligible Subrecipients	Eligible Projects	Federal/Local Match Ratios	Estimated Allocation
Rural apportionment	Local government entities and non-profits that serve rural areas	<ul style="list-style-type: none"> • Vehicle acquisitions • Facilities construction or rehabilitation • Equipment and other capital assets • Mobility management • Purchased transportation services • Preventive maintenance 	80/20	\$4,667,259
Small urban apportionment	Local government entities and	<ul style="list-style-type: none"> • Vehicle acquisitions 	80/20	\$2,440,938

	non-profits that serve that serve small urban areas	<ul style="list-style-type: none"> • Facilities construction or rehabilitation • Equipment and other capital assets • Mobility management • Purchased transportation services • Preventive maintenance 		
Surface Transportation Block Grant (STBG)	Local government entities and non-profits	<ul style="list-style-type: none"> • Vehicle acquisitions • Facilities construction or rehabilitation • Equipment and other capital assets • Mobility management • Purchased transportation services • Preventive maintenance 	89.73/10.27	\$23,961,917
Total				\$31,070,114

2.2. Lead Agency Allocation Estimates

Table 2.2 provides each Lead Agency’s allocation estimate by funding source.

Table 2.2: Lead Agency allocation estimates

Agency	STBG	Rural Apportionment	Small Urban Apportionment	Total Allocation Estimate
Baker County	\$224,228	\$75,359	-	\$299,587

Basin Transit Service Transportation District	\$505,579	\$211,831	-	\$717,409
Benton County	\$499,157	\$96,571	\$278,916	\$874,643
The Burns Paiute Tribe	\$114,737	\$22,535	-	\$137,272
Columbia County	\$373,697	\$139,913	\$81,326	\$594,936
Confederated Tribes of the Grand Ronde	\$118,583	\$24,431	-	\$143,014
The Confederated Tribes of Siletz Indians	\$117,237	\$23,762	-	\$140,999
The Confederated Tribes of the Umatilla Indian Reservation	\$129,424	\$29,700	-	\$159,123
The Confederated Tribes of Warm Springs Reservation of Oregon	\$128,147	\$29,173	-	\$157,320
Coos County Area Transit District	\$541,691	\$228,627	-	\$770,318
The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians	\$114,671	\$22,510	-	\$137,181
The Coquille Indian Tribe	\$119,002	\$24,624	-	\$143,626
The Cow Creek Band of Umpqua Tribe of Indians	\$114,810	\$22,572	-	\$137,382
Crook County	\$268,450	\$96,693	-	\$365,143
Curry County	\$292,132	\$107,535	-	\$399,667
Deschutes County	\$993,727	\$240,680	\$440,113	\$1,674,520
Gilliam County	\$127,122	\$28,455	-	\$155,577
Grant County Transportation District	\$166,940	\$47,679	-	\$214,619
Harney County	\$157,753	\$43,220	-	\$200,972
Hood River County Transportation District	\$206,851	\$66,760	-	\$273,611
Jefferson County	\$237,622	\$82,008	-	\$319,630
Josephine County	\$653,437	\$113,003	\$365,984	\$1,132,425
The Klamath Tribes	\$114,723	\$22,518	-	\$137,241
Lake County	\$156,737	\$42,633	-	\$199,370
Lane Transit District	\$2,019,995	\$249,636	-	\$2,269,630
Lincoln County	\$478,661	\$197,765	-	\$676,426
Linn County	\$762,090	\$180,685	\$324,157	\$1,266,932

Malheur County	\$245,426	\$85,697	-	\$331,122
Morrow County	\$169,378	\$49,112	-	\$218,490
Rogue Valley Transportation District	\$1,264,185	\$112,076	\$844,723	\$2,220,985
Salem Area Mass Transit District	\$2,020,404	\$346,161	-	\$2,366,565
Sherman County	\$126,428	\$28,247	-	\$154,675
Sunset Empire Transit District	\$356,081	\$138,996	-	\$495,076
Tillamook County Transportation District	\$286,568	\$105,258	-	\$391,826
TriMet	\$7,056,667	\$255,546	-	\$7,312,213
Umatilla County	\$479,851	\$200,158	\$105,720	\$785,729
Umpqua Public Transportation District	\$824,711	\$365,630	-	\$1,190,341
Union County	\$251,020	\$88,478	-	\$339,497
Wallowa County	\$163,049	\$45,767	-	\$208,815
Wasco County	\$248,233	\$86,992	-	\$335,225
Wheeler County	\$128,046	\$28,965	-	\$157,012
Yamhill County	\$604,670	\$259,300	-	\$863,970
Grand Total	\$ 23,961,917	\$ 4,667,259	\$ 2,440,938	\$ 31,070,114

The total estimated funding available for this two-year cycle is \$31,070,114. This is a 24 percent increase from the 2025-27 cycle. There are two main drivers for the increase. First, the FTA rural apportionment has been incorporated into ODOT's Section 5310 formula program. Previously, rural apportionment funding was distributed on a competitive basis. Second, STBG funds increased overall by 6.5 percent to partially address the effects of inflation.

2.2 Allocation Formula

The formula for determining each Lead Agency's allocation includes a base amount and a proportional amount based on the number of older adults (65+) and people with disabilities in their area of responsibility compared to the statewide totals for that geographical unit (e.g., all rural areas). For each funding source, 20 percent of the funds are equally divided amongst Lead Agencies. This comprises the base amount. From the remaining 80 percent of funds, 50 percent is divided proportionately based on the number of older adults and 50 percent based on the number of people with disabilities living in the Lead Agency's area of responsibility.

2.3 Match Requirements

The match requirements for projects awarded through this solicitation vary based on the fund source:

- Section 5310 Rural and Small Urban apportionments

- Federal funds – 80%
- Local match – 20%
- STBG funds
 - Federal funds – 89.73%
 - Local match – 10.27%

Local match must be from an eligible funding source under FTA guidelines:

- Must be available at the time of the grant award
- Match funding must be spent to qualify as a match
- No federal funds may be drawn without authorization and availability of a sufficient match funding source
- Subrecipients must certify the use of local match with the submission of each invoice
- Subrecipients are required to provide quarterly reports that account for the use of local funds as match.

Local funds provided to agencies through state or local sources may be used as match for Section 5310 funds. Other local funds and program income, except fare box revenues, may be used as match. However, if the original source of the funds used to pay the contract is from a USDOT source, then the contract revenue may not be used as match.

In-kind contributions may be used for local match for capital projects on a case-by-case basis. Pre-approval by ODOT is required. If your agency would like to use in-kind contribution as local match, please discuss this option with your Regional Transit Coordinator.

2.4 Grant Performance Period

The grant performance period varies by project type.

For preventive maintenance, purchase of transportation services, and mobility management, the grant performance period will be two years: October 1, 2027 through September 30, 2029.

For capital asset projects (e.g., vehicle acquisitions, facilities construction), the grant performance period will be four years: October 1, 2027 through September 30, 2031.

2.5 Indirect Costs

Indirect costs are those that have been incurred for common or joint purposes. These costs benefit more than one cost objective or program and cannot be readily identified with a particular final cost objective without effort disproportionate to the results achieved (e.g., the time consumed to segregate and assign the cost to a particular objective is too high in relation to the cost amount).

Agencies may charge indirect costs, but are not required to do so. However, agencies that want to include indirect costs as an allowable expense, must submit documentation justifying the indirect cost calculation. Agencies that use the *de minimis* method must fill out and submit the *de minimis* worksheet for each project. The *de minimis* worksheet can be accessed on the [Funding](#)

[Opportunities webpage](#). Agencies that have an approved negotiated indirect cost rate (NICRA) must submit alternative documentation justifying their indirect cost calculation for each project. See **Appendix A: Calculating Indirect Costs** for additional guidance.

Indirect costs are subject to local match requirements.

3. Lead Agency Responsibilities

ODOT has identified Lead Agencies as coordinators of human service public transportation services. Lead Agencies include counties in which no part of a Mass Transit District or Transportation District exists, Mass Transit Districts, a Transportation Districts and federally recognized Indian tribes. A Lead Agency correlates to the definition of Qualified Entity as identified in the STIF Program

Lead Agencies of small urban and/or rural areas will submit up to three separate applications to ODOT: one for the small urban apportionment, one for the rural 5310 apportionment, and one for STBG flex funds. Up to three separate applications are required since the 5310 apportionment and state-directed STBG funds have different match rates.

Projects eligible for all Section 5310 funding must be derived from a locally-developed and adopted Coordinated Public Transit-Human Services Transportation Plan intended to improve transportation services for persons with disabilities, seniors, and people with low incomes.

3.1 Project Selection

The main steps in the project selection process are:

1. Lead Agencies conduct a local public process to solicit, review and prioritize projects for Section 5310 funding.
2. Public transportation providers submit their application for selected projects to Lead Agencies.
3. Lead Agency approves final project selection recommendations and submits draft applications to ODOT.

For Section 5310 formula funding, Lead Agencies are responsible for conducting a local public process to solicit, review, and prioritize projects for funding.

The Lead Agency review includes:

- Evaluation of applicant eligibility
- Project type and justification
- Merit
- Coordination efforts
- Public involvement
- Ensuring that funding meets the specialized mobility needs of seniors and individuals with disabilities in a fair and equitable manner for all residents
- Assurance that projects are derived from the local Coordinated Plan

Lead Agencies may establish other review criteria as well, such as local priorities, project planning, efficiency, and effectiveness. And a Lead Agency may require additional eligibility qualifications of subrecipients, contractors, or vendors.

ODOT uses public meetings and posts the grant program information on the ODOT website to inform potentially eligible applicants of the opportunity to apply for Section 5310 funds through the Lead Agencies. In addition, Lead Agencies assist ODOT in notifying potentially eligible agencies within their geographic areas about the grant program. ODOT staff provides technical assistance, as needed, to help agencies develop grant applications.

Subrecipients should follow the local solicitation process established by their Lead Agency. ODOT has created an optional subrecipient application that may be used. Completed subrecipient applications will be forwarded to Lead Agencies for consideration. The optional subrecipient application is available from the [Funding Opportunities webpage](#).

3.2 Eligible Subrecipients

Lead Agencies select projects submitted by eligible subrecipients. Eligible subrecipients are counties, Mass Transit Districts, transportation districts, transportation service districts, Indian Tribal governments, cities, councils of government, and private nonprofit organizations. Private for-profit companies are not eligible for this program and may only participate as vendors with service contracts or agreements with an eligible subrecipient. The funds in this call for projects may be used in all areas of the state: urban, small urban, and rural areas.

3.3 Verify Project Eligibility

Lead Agencies must verify that selected projects are derived from, and specifically identified in, an adopted Coordinated Public Transit–Human Services Transportation Plan (“Coordinated Plan”). The Coordinated Plan serves as the foundation for determining local mobility priorities and ensures that proposed projects address the documented transportation needs of older adults and individuals with disabilities. Applicants must have an accurate, up-to-date, and formally approved Coordinated Plan on file with ODOT before Section 5310 funds can be awarded. **Table 3.1** presents an overview of eligible projects.

Table 3.1: Overview of Eligible Project Types and Associated Activities

Project Type(s)	Eligible Activities
Vehicle and other capital purchases	Benches, shelters, or passenger Amenities
	Intelligent Transportation System (ITS) planning and technology such as an Automatic Vehicle Locator System (AVL), Mobile Data Terminals (MDT), and/or dispatch system.
	Radio Equipment
	Support facilities and equipment
	Vehicle rehabilitation or overhaul
	Computer hardware and software
	Purchase buses
	Vehicle preventive maintenance
	Facility preventive maintenance
	Accessibility improvements to non-key stations and stops
	Vehicles or equipment designed to accommodate oversized mobility aids beyond ADA requirements
	Coordination of Services for 5310 target populations
Mobility management	ITS planning and technology directly supporting a mobility management project, such as a call center or a coordination and dispatch computer system.
	Operation of transportation brokerage.
	Support to plan and implement coordinated services
	Support State and local coordination policy bodies and councils
	Travel training
	Contracted transportation services procured through a process which meets federal procurement requirements
Purchased services	Purchased transportation services adhering to 2 CFR 200 procurement requirements
	Purchased services for preventive maintenance of 5310 purchased assets

Transportation services limited to client-only, and not open to the general public, may be eligible for FTA Section 5310 funding. To be eligible, the client-only provider must either allow federally funded vehicles to be used by other public transportation providers when the vehicles are not scheduled for client services, or the client-only provider must provide rides to non-clients itself in a coordinated system when vehicles are not scheduled for client services.

3.3.1 Capital Assets

Grant subrecipients should understand the unique reporting, environmental review, and documentation processes associated with the purchase of capital assets. The requirements vary based on the source of funding, project type, and applicable local, state, and federal regulations.

It is the grant subrecipient's responsibility to understand and comply with all applicable requirements.

All vehicle requests must meet the requirements of the ADA. Agencies wishing to purchase non-accessible vehicles must sign a Certification of Equivalency assuring ODOT they have the ability to meet ADA requirements.

3.3.2 Mobility Management

Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service.

Mobility management is split into four categories:

1. Enabling mobility access:
 - a. Travel training
 - b. Facilitation of access to transportation services
 - i. Ride referrals.
 - ii. Trip planning activities for customers
 - iii. Centralized information on specialized transportation services in the community
 - c. Customer-oriented travel navigator systems
 - d. Ridesharing and assistance for volunteer and community-based transportation services
2. Coordination:
 - a. Working with other agencies that serve the same population.
 - b. Sharing services provided to an agency's own clientele with other seniors and/or individuals with disabilities and coordinate usage of vehicles with other non-profits.
 - c. Expanding the availability of service among existing public transportation providers and other transportation service providers
 - d. Support for short-term management activities to plan and implement coordinated services.
 - e. Improving transportation service efficiency and effectiveness
3. Public outreach & education:
 - a. Improving information that is available about those services.
4. Technology:
 - a. The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs.

- b. Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching, and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems. (Acquisition of technology is also eligible as a standalone capital expense).

Examples of allowable expenses:

- Salary and fringe for mobility management staff
- Prorated expense of phone service for call center
- Marketing and educational materials
- Training for staff
- Travel training equipment
- Technology hardware and software for coordinating travel, unifying fare system (also eligible under capital purchase)

Expenses not allowed:

- Operating expenses: gas, repair work, utilities
- Indirect costs
- Single provider single mode dispatch
- Administrative expenses

4. Application Process

ODOT has updated the application process to assist Lead Agencies in creating complete applications for eligible projects.

4.1 Lead and Subrecipient Applications

There is an application for Lead Agencies and a separate (optional) application for subrecipients. Although the instructions are largely the same, Lead Agencies are subrecipients should ensure that they are filling out the correct application. Links to both applications are available from the [Funding Opportunities webpage](#). Completed subrecipient applications will be forwarded to the appropriate Lead Agency.

4.2 Initial Application Screening

Initial applications for the 2027-2029 Section 5310 grant solicitation are due no later than 5:00 PM on May 14, 2026. ODOT will assess eligibility and application completeness and work with applicants to supply any missing information or to provide clarification. Feedback will be provided within six weeks of the final application deadline.

Applications are screened to ensure that the application contains all necessary information to award formula funds.

4.3 Final Application Submission and Review

RTCs will work with applicants to correct identified issues and the final grant applications are due to ODOT no later than 5:00 PM on July 16, 2026. ODOT will perform a technical review of all applications to ensure applicants and projects are eligible.

4.4 Appeals Process

ODOT will follow the appeals process identified on page 54 of the [State Management Plan](#) for Public Transportation Programs.

4.5 Project Awards

Grant awards will be made for allowable eligible expenses and defined activities and deliverables.

5. Subrecipient Obligations

Subrecipients have certain obligations to ODOT to provide for proper and adequate project monitoring and supervision. Failure to fulfill these obligations is grounds for cancellation of the subgrant agreement at the sole discretion of ODOT.

Specific tasks to fulfill these obligations are detailed below.

5.1 Compliance

Compliance with all applicable federal, state, and local laws and regulations, including requirements found in the [Master Grant Agreement](#) and FTA [Certifications and Assurances](#). The applicant must meet all requirements pertaining to subgrant agreements, project monitoring, safety, environment, accessibility, inclusion in the appropriate planning documents, and the specific requirements for each project type.

5.2 Project Management

Assure work is carried out as defined in the detailed scope of work and calendar of work. All activities and/or deliverables will be approved according to the specifications of the scope of work. The calendar of work or timeline shall provide a minimum two-week evaluation period for each activity and deliverable. If the project is divided into several activities and deliverables in accordance with the terms of the payment schedule, billable amounts for each activity and deliverable shall be specified.

5.3 General Reporting

Grant subrecipients are required to report on federally funded activities. There are several required reports, including fiscal, performance, vehicle procurement, and capital asset management. The majority of these reports are submitted using the Oregon Public Transit Information System ([OPTIS](#)), ODOT's inventory system of record, and are due no later than 45 days following the end of each quarter

5.3.1 Performance Reporting and Agency Periodic Report

ODOT requires performance and fiscal reports (and vehicle reports as applicable) from grant subrecipients for each of its funding programs. Grant reimbursement is based on receipt and approval of these reports along with reimbursement requests and supporting documentation. Reimbursements for eligible expenses will be subject to available federal funds. Performance reports document the number of rides, hours, and miles. Fiscal reports authenticate quarterly revenues and expenditures, local contributions, sources of contribution, and other data as required by the specific funding source. Capital reimbursements are made based on vendor receipts or maintenance descriptions which are used to verify eligible expenses. Depending upon the type of grant, ODOT may require other types of documentation to process reimbursement requests.

In addition to general periodic reporting requirements, ODOT may require additional documentation and deliverables, as appropriate to the project and per specific grant agreement

statements of work. Examples of performance reporting may include metrics focused on capital, administration, or other deliverables.

Grant subrecipients may include requirements in their agency contracts to obtain reporting and/or additional information from contractors, but subrecipients are ultimately responsible to provide all required reporting information to ODOT.

ODOT requests subrecipients submit copies of contract agreements to ODOT within 30 days of fully executing the contract agreement.

Fiscal and Agency Periodic Reports (APR) are to be submitted utilizing OPTIS within 45 days of the quarter ending.

5.3.2 National Transit Database

Section 5310 grant subrecipients must submit an annual National Transit Database (NTD) report through ODOT if they provide any public transportation. If an agency has 30 or fewer vehicles across all modes in an urbanized area, the agency may request a [Reduced Reporting Form](#). Regional Transit Coordinators are available to assist with preparation of their report. Each year, RTCs reach out to subrecipients to provide reporting information and links to current resources.

Grant subrecipients must submit reports to ODOT by mid-October so ODOT can submit its report by October 31. The report covers the most recent fiscal year.

5.3.3 Asset Reporting

Subrecipients that have acquired, purchased, or leased capital assets must enter asset information, or work with ODOT to ensure it is entered into OPTIS. The inventory must include the following information:

- Subaward number,
- Purchase date,
- Purchase price,
- Date installed or put into revenue service,
- Matching fund amount and source used for the purchase,
- Owner and operator, and
- Asset description as follows,
 - Vehicles: make, model, quantity, length, number of securement stations, number of seats with and without securement stations deployed, fuel system, mileage, number of bike racks, Gross Vehicle Weight Rating (GVWR), and condition.
 - Improvements to real property (facilities, buildings, shelters): location, current disposition, condition, and status.
 - Equipment: description, make, model (for non-revenue vehicles which are classified as equipment), quantity, and condition.
 - Signs and shelters: address and location(s).

- Facilities: description, address, square footage, lot size (feet or acres), and percentage of use for public transportation.

The capital asset inventory must be updated at regular intervals as specified by ODOT. Reporting is required if the capital asset is in use for public transportation, regardless of the expected useful life of the asset. More information about asset reporting can be found on the ODOT [website](#).

5.3.4 The Americans with Disabilities Act

All vehicle acquisitions must meet the requirements of the ADA. Agencies wishing to purchase non-accessible vehicles must sign a Certification of Equivalency assuring ODOT they can meet ADA requirements.

Appendix A: Calculating Indirect Costs⁵

One of the fundamental principles of cost allowability is that the cost must be assigned to a specific federal award and costs must be treated consistently across federal awards as either direct or indirect. Transit agencies must be capable of determining both direct and indirect costs for services supported by federal funding and applying that determination consistently when applying for and seeking reimbursement for costs. The purpose of **Appendix A** is to explain how to determine direct and indirect costs and calculate a project's indirect cost using the *de minimis* method.

Direct vs. Indirect Costs

Direct costs are those costs that can be identified specifically with a particular final cost objective, such as a federal award. A direct cost can readily be assigned to specific activities with relative ease and a high degree of accuracy. Examples of direct costs are:

- Compensation of employees for the time devoted and identified specifically to the performance of the federal award
 - For example, operators' or dispatchers' salaries and wages
- Cost of materials acquired, consumed, or expended specifically for providing award related services
 - For example, fuels and lubricants; tires and tubes
- Equipment and other approved capital expenditures
 - For example, vehicles, facilities, equipment
- Travel expenses incurred specifically to carry out the federal award
- Purchased transportation services under contract

Indirect costs are those that have been incurred for common or joint purposes. These costs benefit more than one cost objective or program and cannot be readily identified with a particular final cost objective without effort disproportionate to the results achieved (e.g., the time consumed to segregate and assign the cost to a particular objective is too high in relation to the cost amount). Examples of indirect costs are:

- Central service costs of support departments such as human resources, payroll, and information technology that support the various operating units of the entity
 - For example, salaries and wages of administrative staff
- Cost of operating and maintaining facilities that are shared by multiple units/programs/departments of the organization
 - For example, electricity and water utilities
- Salaries and expenses of executive officers who do not track time expended by program

⁵ This appendix draws from National RTAP, "Fundamental Financial Management for Rural Transit Agencies," chapter 3, available from www.nationalrtap.org.

Calculating Indirect Costs with the *De Minimis* Method

To calculate indirect project costs using the *de minimis* method, multiple the *de minimis* rate by allowable direct project costs. Agencies may choose a *de minimis* rate of up to 15 percent. Allowable direct project costs are referred to as of “modified total direct costs” (MTDC).

$$\text{Indirect project costs} = \text{MTDC} \times \text{de minimis rate (up to 15\%)}$$

An agency that has never had an approved negotiated indirect cost rate or receives less than \$35 million in federal financial assistance may elect to charge a *de minimis* rate. If an agency has previously negotiated an indirect cost rate with a federal cognizant agency or receives more than \$35 million in federal financial assistance, it MAY NOT elect to charge a *de minimis* rate for indirect costs.

***De Minimis* Rate**

The agency may choose a *de minimis* rate of up to 15 percent. The *de minimis* rate does not require documentation to justify its use and may be used indefinitely.

Modified Total Direct Cost (MTDC)

The Modified Total Direct Cost of a project is a subset of all direct project costs as explained below.

The MTDC of a project are the sum of:

- All direct salaries and wages
- Applicable fringe benefits
- Materials and supplies (e.g., fuel and lubricants, tires)
- Services (e.g., audit services, financial services, utilities, insurance)
- Travel
- Subawards/subcontracts – up to the first \$50,000 of each subaward or subcontract over the life of the subaward or subcontract (for example, a purchased transportation contract up to \$50,000)

MTDC excludes:

- Indirect costs
- Capital (e.g. vehicle purchase, purchased transportation, preventive maintenance)
- Equipment (e.g., office computer, bus lift)
- Tuition remission
- Scholarships and fellowships
- Portion of each subaward or subcontract in excess of \$50,000 over the life of the subaward or subcontract

Agencies may choose which eligible MTDCs to include in their indirect cost calculation. However, agencies must consistently classify costs as either direct or indirect costs and may not be double charged or inconsistently charged as both.

Alternatives to the *De Minimis* Method

There are two alternative methods or options for charging indirect costs under 2 CFR Part 200.332. The first is through a negotiated indirect cost rate agreement and the second is through the use of a cost allocation plan.

Methods to Charge Indirect Costs	
Type Basis/Requirements	Required Documentation
Negotiated Indirect Cost Rate Agreement (NICRA)	An approved federally recognized indirect cost rate negotiated between the subrecipient and the federal government Federal approval letter, dated and signed, or a certificate of indirect costs
Cost allocation plan (document that specifies the method for how direct and indirect costs are treated)	A negotiated and validated cost allocation method between ODOT and a subrecipient. 1. May be based on a prior negotiated rate between a different pass-through entity (any non-federal entity that provides a subaward) and the same subrecipient. 2. If NO prior negotiated rate exists, ODOT can approve based on the subrecipient’s submission of reasonable documentation outlining the basis for calculation and application. This may include negotiated agreements, policies, and/or financial reports that demonstrate the method for how direct and indirect costs are calculated and applied.
<i>De minimis</i> up to 15% of modified total direct costs (MTDC)	For grant subrecipients that undergo a single audit, ODOT will verify that the report states that the subrecipient uses or chooses not to use the <i>de minimis</i> rate across all grants.
No indirect costs requested	Subrecipient opts out of claiming indirect costs in budget.

If subrecipients request to be reimbursed for indirect costs, ODOT will allow subrecipients to choose three options in the following order.

Federally Negotiated Rate: A subrecipient can use the federally approved rate in a NICRA (see 200.332(b)(4)(i) and 200.414(d)). ODOT will request a copy of the NICRA and test the authorized indirect cost rate (ICR) during monitoring.

De minimis: Per 2 CFR Part 200.414(f) and 2 CFR Part 200.332(b)(4)(i), if the subrecipient does not have a NICRA or a negotiated indirect cost rate with another pass-through entity, ODOT can allow subrecipients to choose the *de minimis* rate. If the *de minimis* rate is applicable to the eligible entity and used, the rate needs to be treated consistently across all federal awards. For subrecipients that undergo a single audit, ODOT will verify that the report states that the subrecipient decided to use the *de minimis* rate across all grants.

Cost Allocation Method: The last option only applies if a subrecipient does not have a NICRA or does not elect to use the *de minimis* rate. If the subrecipient is incurring costs that benefit two or more projects or activities in proportions that cannot be determined because of the interrelationship of the work involved, then the costs may be allocated or transferred to benefited projects. ODOT will work with the subrecipient to negotiate and validate a reasonable basis for documenting the allocation of indirect costs (2 CFR Part 200.405(b), 2 CFR Part 200.405(d), and 2 CFR Part 200.332(b)(4)(i).

A “reasonable basis” is not intended to meet the higher standard that is required to receive a federally negotiated rate. For due diligence, ODOT can request that the subrecipient provide proof that the method has been negotiated with another pass-through entity or collect documentation for review when monitoring the subrecipient.

Appendix B: Cost Principles

Project budgets must adhere to FTA cost principles.

Cost principles are those common principles that help determine the costs for specific activities and the costs that are chargeable to grants, awards, and other agreements. Although the cost principles for the award may be similar to cost principles for local governments or for nonprofit organizations, the most stringent requirements apply. As a subrecipient, you must ensure that you are using the appropriate Office of Management and Budget (OMB) guidance and that you are also in compliance with all applicable state and local requirements (following the stricter of these requirements). OMB has established cost principles for federal grant programs, detailed in 2 CFR Part 200.400 (Subpart E – Cost Principles). Your financial management system must provide for written procedures to determine the allowability of costs as provided in Subpart E. Writing internal procedures for applying cost principles requires understanding and defining five key terms:

1. **Necessary** — The very first consideration is if the good or service is necessary to carry out the project scope and objectives relevant to the award. [2 CFR 200.403(a)]
2. **Reasonable** — The reasonable cost standard means assessing if the amount of expenditure exceeds the amount a prudent person would have spent under the same circumstances and at the time the decision was made to purchase the item. Note that the decision is considered under the circumstances in place at the time the decision was made. [2 CFR 200.404]
3. **Allocable** — Allocable means that the costs can be allocated to a cost objective, in this case, in accordance with the relative benefit received by the activity under the award. It also means that costs are treated consistently with other costs incurred under like circumstances. [2 CFR 200.405]
4. **Allowable and Unallowable** — If costs are reasonable and allocable, then an allowability assessment follows. Federal cost principles outline costs that are allowed under the terms and conditions of federal awards. Additionally, refer to the terms and conditions of the grant agreement. For costs to be allowable, you must apply policies uniformly to all activities, not just the ODOT award. Unallowable costs are costs that cannot pass the reasonable and allocable test and likely include costs that are explicitly excluded from the list of permissible costs under the federal cost principles. [2 CFR 200.403]
5. **Documented** — Perhaps the most important element for understanding the application of cost principles is that every detail must be documented; no detail is too small or unimportant to document. For costs to be allowable, they must also be adequately documented. Documentation requirements apply to every aspect of grant management — the term “over-documentation” does not exist in the post federal award environment. [2 CFR 200.403(g); 2 CFR 200.300-309]

The RADAR test is applied to ensure that, when costs are charged, they are limited to those that are (only) allowable and reimbursable. Refer to the project budget template in Appendix D to

identify the approved project activities on a line-item basis. Any questions about eligible costs during the implementation of the project should be discussed with ODOT before the expense is incurred or approved.

Cost Principle Questions	
Requirement	Consideration
Authorized by ODOT	<ul style="list-style-type: none"> • Does the cost directly relate to an activity or line item in the project budget? • Does the cost meet any stipulations in the grant agreement relevant to the activity?
Necessary [2 CFR 200.403(a)]	<ul style="list-style-type: none"> • Is the cost necessary to carry out the program/project activity?
Reasonable [2 CFR 200.404]	<ul style="list-style-type: none"> • Have purchasing or procurement procedures been followed? • Is the cost in line with fair market prices (at the time of procurement) for comparable goods or services? • Would a “prudent person” agree that the item is reasonable?
Allowable – Conforming to limitations or exclusions [2 CFR 200.403(b)]	<ul style="list-style-type: none"> • Is the cost permissible and NOT disallowed under the 55 specific items of cost found in the Uniform Guidance in 2 CFR 200.420-475? <ul style="list-style-type: none"> o Specific costs always unallowable for federal funding are lobbying, fundraising, bad debts, contingencies, fines and penalties, losses on other awards, unnecessary travel costs, contributions and donations, and certain depreciation or use allowances. • Is the cost permissible under the program statute and regulations? • Is the cost permissible under the terms and conditions of the subaward, the grant agreement? • Is the cost permissible under state statute, if applicable? • Is the cost permissible under local policies?
Consistent with policies and procedures	<ul style="list-style-type: none"> • Do the entity’s policies and procedures apply the same rules for federal programs as they do for state (applicable to state agency partners) and local programs (applicable to local units of general local government)? • Would the cost be the same amount if it were funded by a state or local program?
Allocable [2 CFR 200.405(a)]	<ul style="list-style-type: none"> • Is the cost incurred specifically for the award? • If the cost benefits the federal program and other work of the entity, was the cost distributed in proportions that may be calculated using reasonable methods?

	<ul style="list-style-type: none"> • Was the cost NOT incurred because another grant ran out of funds?
Determined in accordance with GAAP [2 CFR 200.403(e)]	<ul style="list-style-type: none"> • Is the cost determined in accordance with GAAP or as otherwise provided for in the Uniform Guidance (applicable to the award)?
Be net of applicable credits [2 CFR 200.406]	<ul style="list-style-type: none"> • Have any credits such as purchase discounts or price adjustments been deducted from the total costs charged?
Adequately documented [2 CFR 200.403(g) and 2 CFR 200.302(b)(3)]	<ul style="list-style-type: none"> • Is there documentation demonstrating the need, the purchase, and use of the item? • Are there records that identify the source and application of funds and contain information regarding authorizations, obligations, unobligated balances, assets, and expenditures that are supported by source documentation

Additionally, only net operating expenses are eligible for assistance. Net operating expenses are those expenses that remain after the subrecipient subtracts operating revenues from eligible operating expenses. ODOT requires that in tabulating operating revenues, the following to be deducted from total operating costs:

- Farebox revenues
- Pre-paid passes (whether purchased by an individual or by an organization on behalf of an individual)
- Charter bus service expenses and revenue

Appendix C: Independent Cost Estimate Requirement for Vehicle Acquisitions

Overview

An Independent Cost Estimate must be included with all vehicle acquisition projects (vehicle replacement, right-sizing or expansion). The Independent Cost Estimate must include an assessment of the expected cost and timeline for procurement based on reliable sources, such as paid historical prices, industry standard, market survey, and/or the ODOT/Department of Administrative Services State Price Agreement.⁷

Background

Over the past several years, transit agencies have been experiencing unprecedented increases in the cost of vehicles and extended procurement delays. To increase confidence that agencies will be able to procure vehicles within budget and within the grant agreement period, ODOT is requiring that agencies submit an independent cost estimate with their application for all vehicle acquisition projects.

Instructions

1. Conduct an Independent Cost Estimate based on reliable sources for each vehicle(s) for which you are applying for funding to determine the estimate cost and timeline for procurement. Reliable sources of information include paid historical prices, industry standard, market survey, and/or the ODOT/Department of Administrative Services State Price Agreement.

If you intend to purchase a vehicle from the ODOT/DAS State Price Agreement, use the cost estimate information below. Depending on the propulsion type (e.g., diesel, electric, etc.) and optional features you intend to include, you may need to conduct additional research and increase the estimate. Additionally, you should factor in inflation and your timeline for procurement.

If you do not intend to purchase a vehicle from the ODOT/DAS State Price Agreement, you should use other reliable sources to estimate the cost of the vehicle and timeline. _

2. Complete an Independent Cost Estimate worksheet.
<https://www.cognitofrms.com/ODOT2/IndependentCostEstimate>
3. Submit the Independent Cost Estimate in the Attachments section of the application in OPTIS.

ODOT/DAS cost estimate and procurement timeline information

Table 2 contains estimates of the base price cost, cost of required specifications as well as timeline for delivery for each category vehicle included on the ODOT/DAS State Price Agreement. The information was updated in December 2023 based on input from a vehicle distributor and an analysis of the Request for Quotes (RFQ's) Oregon transit agencies received in 2023. There were no RFQ's received for Category A vehicles in 2023.

If your agency intends to use the ODOT/DAS State Price Agreement, use the information in **Table 1** as the basis for your Independent Cost Estimate. However, keep in mind that key variables will affect the price, including the make, model and length, propulsion type, required specifications as well as inflation over time. Ultimately, your agency is responsible for the Independent Cost Estimate budget and timeline, so you may want to seek out additional information to confirm your calculations.

Table 1 ODOT/DAS State Price Agreement estimated costs and timeline for delivery

Category	Current base price range	Average price quote for required specs (2023)	Price range for required specs (2023)	Number of quotes (2023)	Expected delivery time
A	\$480,000 - \$1,000,000	-	-	0	24+ months
B	\$190,000 - \$410,000	\$70,000	\$50,000-\$90,000	4	12-24
C	\$140,000 - \$235,000	\$56,000	\$40,000-\$70,000		6-1
D	\$80,000 - \$160,000	\$30,000	\$1,000-\$70,000	15	6-9
E	\$60,000-\$135,000	\$45,000	\$1,000-\$100,000	20	3-6

Table 2 provides a description of transit vehicle categories for reference.

Table 2: Transit vehicle categories

Category	Approximate GVWR in pounds	Approximate number of seats	Approximate length in feet
A: Large, heavy-duty transit bus	33,001+	35+	35 – 40
B: Medium-size, heavy-duty transit bus	26,001-33,000	25-35	≥ 30
C: Medium-size, medium-duty transit bus and truck chassis cutaway	17,000 – 26,000	16-30	≥ 25

D: Medium-size, light-duty bus & van chassis cutaway	11,000 – 16,000	12-16	≥ 22
E 1: Small, light-duty bus	8,000 – 11,000	10	E 1: 20 – 22
E 2: Modified van	8,000 – 11,000		
E 3: Modified minivan	6,000-8,000	5	E 2/E 3: < 20
E 4 – E 7 vehicle purchase are not allowed using FTA funds.			