

**Q&A: Oregon Department of Transportation 2027-29 Call for Projects**

**Purpose:** This document is intended to be a quick reference for common questions about ODOT’s 2027-29 call for projects (CFP). Section 1 provides a general overview of the details of the new CFP process including application deadlines, Section 2 addresses questions about the Federal Formula CFP, and Section 3 addresses questions about the Competitive Transit Grant program.

**Section 1. Schedule Transition Overview**

**Q1. When do grant agreement periods start?**

- Federal formula: October 2027
- STIF formula: July 2027
- Federal discretionary: October 2027. Beginning with 2028-30 cycle, October of even numbered years.
- STIF discretionary: July 2027. Beginning with 2028-30 cycle, July of even numbered years.

**Q2. What and when are the milestones for CFP application cycles?**

	<b>2027-28 Competitive Transit Grant</b>	<b>2027-29 Federal Formula</b>	<b>STIF Formula</b>	<b>2028-30 Competitive Transit Grant</b>
<b>Call for projects opens</b>	Phase 1: February 19, 2026 Phase 2: March 11, 2026	March 16, 2026	August 2026	November 2026
<b>Initial applications or plans due</b>	Phase 1: April 3, 2026 Phase 2: April 21, 2026	May 14, 2026	October 2026 (optional)	December 2026
<b>Final applications or plans due</b>	Phase 1: May 29, 2026 Phase 2: June 15, 2026	July 16, 2026	January 2027	February 2027
<b>Grant period begins</b>	October 1, 2027	July 1, 2027 (state) October 1, 2027 (federal)	July 1, 2027	October 1, 2027

**Q3. If STIF and Federal discretionary grants have the same application deadlines, why do the grant agreement periods begin in different months (July for STIF and October for Federal)?**

The grant agreement period for Federal discretionary grants will begin in October to align with the start of the Federal Fiscal Year on October 1. The grant agreement period for STIF discretionary grants will begin in July to align with the start of the State Fiscal Year on July 1.

**Q4. Will applications be available through OPTIS?**

No. Applications will only be available online through the Cognito Forms platform. As in previous CFP cycles, links to application materials will be posted to ODOT’s funding opportunities webpage here: <https://www.oregon.gov/odot/rptd/pages/funding-opportunities.aspx>.

**Q5. What is the purpose of having initial and final applications?**

Each CFP will include an initial application and final application. Building an initial application deadline into the CFP schedule provides time for ODOT to review applications for completeness and errors early in the process and work with applicants so that required changes are made before the final deadline. If ODOT staff determine that an initial application is complete and the applicant does not want to make additional edits, they do not need to submit the application again by the final deadline. The intent is to avoid delays that would arise later if final applications needed extensive changes that weren’t identified.

**Q6. How complete does the initial application need to be?**

Applicants must respond to all required questions in order to submit an application. However, the purpose of having an initial application deadline is to build-in time for ODOT and applicants to identify errors and/or omissions and work together to address them. Applicants should complete the initial application to the extent possible with the information they have, knowing that there is an opportunity for revisions.

**Section 2. Federal Formula**

**Q7. What funds are included in the Federal Formula CFP?**

- Enhanced Mobility of Seniors and People with Disabilities (Section 5310)
  - Surface Transportation Block Grant
- Formula Grants for Rural Areas (Section 5311)

**Q8. What are the match requirements for 5310?**

- **Rural apportionment** – vehicle acquisitions, facilities construction or rehabilitation, equipment and other capital assets, mobility management, purchased transportation services, and preventive maintenance:
  - Federal funds – 80%
  - Local match – 20%

- **Small urban apportionment** – vehicle acquisitions, facilities construction or rehabilitation, equipment and other capital assets, mobility management, purchased transportation services, preventive maintenance
  - Federal funds – 80%
  - Local match – 20%
- **Surface Transportation Block Grant** – vehicle acquisitions, facilities construction or rehabilitation, equipment and other capital assets, mobility management, purchased transportation services, preventive maintenance
  - Federal funds – 89.73%
  - Local match – 10.27%

**Q9. What are the match requirements for 5311?**

- Vehicle and capital asset acquisitions, facility improvements, project administration, preventive maintenance, and mobility management:
  - Federal funds – 89.73%
  - Local match – 10.27%
- Operations:
  - Federal funds – 56.08%
  - Local match – 43.92%

**Q10. What changes has ODOT made to the 5310 application?**

- **Indirect cost calculations:** 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.
- **Traditional vs. 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.” 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.

- **Contract milestones and review:** 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 11 Oregon Department of Transportation Federal Formula Section 5310 Program Guidance, 2027–2029 application. This

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

**Q11. Is preventative maintenance for non-5310 purchased vehicles an eligible project?**

Yes. Preventive maintenance for non-5310 purchased vehicles is eligible as a “non-traditional” project. There is a limitation on the amount of non-traditional projects that can be funded. See question 10 for details.

**Section 3. Competitive Transit Grant**

**Q12. What funds are included in the 2027-28 Competitive Transit Grant?**

- Phase 1
  - 5339(a) Buses and Bus Facilities
- Phase 2
  - 5339(a) Buses and Bus Facilities
  - STIF Discretionary Fund
  - STIF Intercommunity Fund

**Q13. Why are discretionary funds being consolidated into the Competitive Transit Grant?**

ODOT is moving from a fund-based to a project-based CFP for discretionary awards. This means that STIF and Federal discretionary funds will be grouped together in a single CFP with the same application deadlines, called the Competitive Transit Grant, and ODOT staff will determine which awards a given project is eligible for. This change is intended to streamline the application process for providers by reducing the number of CFP cycles.

**Q14. Why is the 2027–28 Competitive Transit Grant divided into two phases?**

This CFP was divided into two phases to 1. prevent federal funds from lapsing, and 2. await confirmation of STIF availability following the 2026 Oregon Legislative Session, completed in March 2026.

**Q15. Are the Phase 1 and Phase 2 applications the same?**

Yes. However, Phase 1 and Phase 2 are evaluated using different criteria. See the Competitive Transit Grant Guidance Manual for details.

**Q16. When do letters of support need to be finalized?**

Letters of support only need to be included with the final application, not the initial one.

**Q17. Since the 2027–28 CFP is a one-year grant cycle, do projects need to be completed within that year or can contracts extend longer?**

Projects must be completed within the grant agreement period.

- For 5339(a) Buses and Bus Facilities awards, the agreement period begins October 2027.

- For STIF awards, the agreement period begins July 2027.
- Capital project grant agreements span four years.
- Operations project agreements cover one year.

**Q18. If we have a pilot project funded through STIF Discretionary, can we apply to continue that funding during the 2027–28 Competitive Transit Grant?**

Yes. Continuing a pilot project is considered ongoing operations and is eligible for STIF Discretionary funding and for STIF Intercommunity Funding under temporary rule.

**Q19. Why do we need to apply twice this year for competitive transit grants?**

The 2027–28 CFP addresses the funding gap between ODOT’s previous and upcoming grant cycles: September 30, 2027–September 30, 2028. The grant agreement period for the 2028–30 CFP that opens in November is October 1, 2028–September 30, 2030.

**Q20. The 5310 and 5311 Formula applications ask agencies if they were audited by the State and/or Federal government in the past two years. What is meant by “audit”?**

Examples would include a financial forensic audit or an audit by the Federal Office of the Inspector General. It does not include an RLS compliance review.