FY27 RFP
Triangle Transportation Choices Grant Program
Frequently Asked Questions

General Questions

1. What is the Triangle Transportation Choices program?

The Triangle Transportation Choices program is a regional initiative that helps people in the Triangle Region of central North Carolina get around without relying on driving alone. It supports a wide range of Transportation Demand Management (TDM) strategies-- approaches that make it easier, more convenient, and more appealing for residents and workers to choose alternatives to driving alone. These alternatives include carpooling, vanpooling, riding transit, biking, walking, teleworking, flexible work hours, and compressed workweeks.

Rather than building new roads or infrastructure, the program focuses on education, outreach, incentives, and services that encourage behavior change. Each year, the program awards grant funding to organizations that provide TDM outreach, work with employers and schools, design marketing campaigns, engage communities, and connect people with convenient travel options. The overall program goal is to reduce traffic congestion, improve air quality, and expand access to safe, reliable, and affordable transportation choices across the Triangle.

2. What is the FY27 grant period?

July 1, 2026 – June 30, 2027

3. Who can apply?

Three RFP types are available in FY27:

- **Traditional RFP** – Local Service Providers (municipalities, counties, universities, community colleges) and one Regional Service Provider.

- **Innovative & Pilot Projects RFP** – Projects testing new tools, partnerships, or outreach strategies.

- **Community-Based & Nonprofit (CBNP) RFP** – Community-Based Organizations and Non-profits conducting outreach improving access to alternative modes, particularly for residents with limited travel choices.

4. Where must applicants/proposed projects be located?

Projects funded through this program should aim to reduce vehicle miles traveled (VMT) within the Grant Funding Eligibility Area, which includes portions of Chatham, Durham, Franklin, Granville, Johnston, Orange, and Wake counties in North Carolina.

Applicants should propose activities that meaningfully support mode shift within these locations, even if some outreach or coordination happens more broadly.

5. What are the SMART goal requirements for FY27?

All applicants must include SMART goals (Specific, Measurable, Achievable, Relevant, and Timebound) in their FY27 application. These goals help define what your program plans to accomplish during the grant year and are used for quarterly reporting and performance monitoring.

Applicants must list their SMART goals in the required table (Section 4 of the application) and, for each goal, provide:

- A clear goal statement

- One or more quantitative metrics you will track quarterly

- Planned activities or tasks

- Target audiences, areas, or partners

- There is no required minimum number of goals-- choose the number that makes sense for your program's size and capacity. Goals should be achievable within the FY27 grant period and listed in order of priority.

Match Requirements, Funding, Budget, and Reimbursement

6. What are the match requirements for the grant?

All applicants must contribute a financial match toward their project. Match funding must be monetary and cannot include in-kind contributions or federal grant dollars.

FY27 Match requirements:

- **Regional Service Provider**: 65% reimbursement / 35% match

- **Local Service Providers**: 50% reimbursement / 50% match

- **Innovative & Pilot Projects**: 50% reimbursement / 50% match

- **Community-Based Org. & Nonprofits (CBNP)**: 80% reimbursement / 20% match

How reimbursement works: Grant funds are not provided upfront. The program reimburses eligible program expenses after grantees submit quarterly invoices and supporting documentation. Applicants should ensure they have the financial capacity to cover expenses initially and then receive reimbursement each quarter.

7. Can unused funds roll over?

No. All FY27 funds expire June 30, 2027.

8. Can I change my budget after it has been submitted and approved?

Grantees may request up to **two** budget amendments during the fiscal year. Budget amendments allow applicants to shift funds between approved line items if program needs change. However, amendments ***cannot increase the total award amount*** and must remain consistent with all eligibility and procurement requirements.

Budget amendments are typically reviewed and approved by CPRC on a set schedule. Detailed instructions on how to submit an amendment will be provided during the FY27 Q1 grantee orientation.

9. Will award amounts be affected by my past performance?

Yes. For returning applicants, CPRC and the Oversight Committee will review how much of your award you spent in previous years and whether you had significant unused funds at the end of the year. When requesting FY27 funding, applicants should ensure their proposed budget reflects their actual historical spending patterns and capacity.

10. What costs are eligible or ineligible for reimbursement under this grant?

This grant reimburses only those expenses that are considered allowable, necessary, and directly tied to TDM program activities. Costs must support education, outreach, or incentives that help reduce single-occupancy vehicle travel. Any cost that does not meet these criteria, or that is prohibited under federal rules, is not eligible for reimbursement.

The table below provides an overview of which costs may be reimbursed under the FY27 grant:

Eligible Costs	Ineligible Costs
Staff time spent on outreach, education, employer engagement, or program implementation	Food and beverages (except per diem during approved travel)
Marketing and communications materials	Unbranded or decorative promotional items
Digital or printed outreach materials	Prizes or gift cards, unless specifically allowed under the Incentives section
Approved incentives and subsidies (e.g., transit passes, vanpool support, bike/walk incentives)	Entertainment costs
Creative or technical services that directly support TDM activities	Capital expenses or equipment (bikes, racks, vehicles, furniture, etc.)
	Technology purchases like laptops or hardware
	Sales tax

11. What are the rules for conducting High School Outreach under this grant?

For FY27, applicants may conduct limited TDM-focused outreach to high school students (grades 9–12). This new eligibility category is intended to fill the gap between existing Safe Routes to School (SRTS) programming—which primarily focuses on younger students—and the growing need for travel-choice education among older teens who are beginning to drive.

High school outreach is eligible **only if the following requirements are met**:

1. Staffing Requirement

The applicant must have at least **0.75 FTE** of grant-funded TDM staff. Only staff funded by the grant may conduct HS outreach, and they may spend **no more than 20 percent** of their grant-supported time on these activities. Examples:

- A 1.0 FTE TDM Coordinator may use up to **0.2 FTE** for HS outreach.

- A 0.75 FTE staff member may use up to **0.15 FTE** for HS outreach.

2. No Duplication with Safe Routes to School (SRTS)

If the applicant receives NCDOT SRTS funding, proposed high school outreach must **complement**—not duplicate—existing SRTS efforts. This may include offering programming specifically geared

toward older students, addressing driving-age behaviors, or focusing on transit, vanpool, bike safety, or alternative travel options beyond typical K–8 SRTS topics.

3. Established School Partnership

Applicants must demonstrate an **existing relationship** with at least one high school.
This can be shown through:

- A letter of support or interest from a school or PTA, or

- Documentation of past collaboration (e.g., events, presentations, joint programs)

4. Eligible Grade Levels Only

Outreach must be limited to **high school grades (9–12)**.
Activities involving elementary or middle school students are not eligible for reimbursement.

5. Outreach Must Support TDM Objectives

All high school activities must clearly support the program's goals—such as increasing awareness of alternative modes, improving safety knowledge, or encouraging behavior that reduces future SOV trips.