


# Safe Routes to School (SRTS) Infrastructure
## 2026 Solicitation and Project Application Webinar

Steven Prusak, P.E.
Active Transportation Engineer
State Aid for Local Transportation (SALT)

DEPARTMENT OF TRANSPORTATION

# Agenda

1. Welcome
2. SRTS Infrastructure Program Overview & 2026 Available Funding
3. 2026 SRTS Infrastructure Solicitation Parameters
4. Letters of Intent Contents & Sections
5. Application Contents, Sections & Scoring Criteria
6. Project Selection Process
7. After Project Selection, Project Development and Construction
8. Key Takeaways, Webinars and Resources
9. Questions

# 2. SRTS Infrastructure Program Overview, 1 of 4

- Program Purpose:
  1. Creating safer environments for students to walk, bike and roll to school
  2. Providing infrastructure improvements that are comfortable to use
  3. Mitigating safety hazards related to interacting with vehicular traffic
- Funds are appropriated by the Legislature by session law, per Minnesota Statutes 174.40 for grants to statutory or home rule MN cities, towns, counties, and schools/school districts, as well as Federally Recognized Indian Tribes who share geography with MN
  - The program was created in 2012 and has held open solicitations in 2014, 2017, 2018, 2020, 2021, 2023 and 2024 previously. A solicitation was not held in 2025.

# 2. SRTS Infrastructure Program Overview, 2 of 4

A Memorandum of Understanding (MOU) was recently developed between OTA and SALT to establish the general approaches for the two offices to jointly administer the SRTS Infrastructure program.

- It defines how each office will operate, both individually and collectively, to proceed from capital budget requests through grant closeout.
- It establishes dual solicitation arms aligned to a Local Entity or Tribal jurisdiction's structure, regulations and processes. Solicitation documents and applications are tailored to each arm, providing only the requirements that apply.
- When eligible funding is available, SALT and OTA will administer independent and separate solicitations; however, they will be concurrent, coordinated, and collaborative.

# 2. SRTS Infrastructure Program Overview, 3 of 4

- Per the MOU, the Safe Routes to School (SRTS) Infrastructure Program is now a grant program co-administered by SALT and OTA.
- Non-infrastructure SRTS grants are administered by the Office of Transit & Active Transportation (OTAT). Their design and planning assistance grants are helpful precursors for strong infrastructure grant applications.

**The SRTS PROGRAM**

# 2. SRTS Infrastructure Program Overview, 4 of 4

SRTS Infrastructure Eligible Entities

- Counties
- State Aid Cities
- Non-State Aid Cities
- Townships
- Schools & School Districts
- Federally Recognized Indian Tribes

Legislative appropriations are the sole source of SRTS Infrastructure Program funding

Oversight by the Infrastructure Work Group (IWG) of the Active Transportation Advisory Committee (ATAC)



# 2. 2026 Available Funding, 1 of 1

- The 2026 LRIP legislative (C130 A1 S16 Subd. 5) outcome appropriated $1 million in general obligation (GO) bonds only*
  - Unique circumstances: Three projects declined and several projects came in under budget resulted in an additional $3 million in SRTS funds for the 2026 SRTS Infrastructure solicitation.
  - $4 million available statewide for the 2026 SRTS Infrastructure Solicitation and will be open to all eligible local entities, schools, and school districts.



- Tribes are eligible to receive general funds (GF) only.
  - Per the MOU, Tribes would apply through a Tribal SRTS Solicitation, which is not available in 2026.
  - Tribes are encouraged to partner with local entities on SRTS projects.

# 3. 2026 SRTS Infrastructure Solicitation Parameters, 1 of 4

All Eligible Projects Must:

1. Improve safety and ability of students to walk, bike or roll to schools
2. Be ready for construction in calendar years 2027 or 2028
3. Have a minimum effective service life of 10 years
4. Have a signed resolution of support from non-Tribal entities other than the applicant impacted by the proposed projects
5. Have not received an earmark for the same project
6. Have a signed resolution of support from applicant governing board supporting project and application
7. Have a signed resolution of support from sponsor supporting project and establishing sponsorship relationship (if required) – more details on the next slide
8. Have a letter of support from the District Engineer if impacts to Trunk Highways or local infrastructure located with Trunk Highway Right-of-Way are proposed

# 3. 2026 SRTS Infrastructure Solicitation Parameters, 2 of 4

Schools, School Districts, Township, and Non-State Aid City applicants require a project sponsor for their application and project. The sponsor's tasks can include, but are not limited to:

- Serve as the fiscal agent on behalf of the community
- Request a State Aid Project / State Project number for the project
- Ensure the project meets milestones and dates for scheduled completion
- Assist local entity in execution of any grant agreement
- Develop, review, and approve the construction plan project
- Ensure that any required environmental documents and permits are received, and requirements are followed
- Submit plan, engineers estimate, and proposal to the District State Aid Engineer (DSAE)
- Advertise/let/award the project in accordance with state aid and/or federal aid procedures
- Submit the State Aid Pay Requests / project grant progress reports to the DSAE
- Communicate progress and updates with the DSAEs and State Aid Active Transportation Engineer
- Ensure that the project receives adequate supervision and inspection to ensure that project is completed in conformance with approved plans and specifications
- Assist with project close out and final contract documents
- Retain project documents in accordance with document retention schedule

A Joint Powers Agreement between grantee and project sponsor should clearly indicate who is responsible for what.

# 3. 2026 SRTS Infrastructure Solicitation Parameters, 3 of 4

- 2026 SRTS Infrastructure Grant Amount:
  - Minimum Selection: $50,000
  - Maximum Selection: $600,000
- SRTS Infrastructure provides funding for capital construction costs only
  - Eligible costs: for constructing infrastructure enhancing the safety and ability of students to walk, bike or roll to and from schools
  - Ineligible costs: engineering, right-of-way acquisition, construction administration, or other non-construction related costs
- SRTS Infrastructure funds can contribute to standalone projects, active transportation components of larger projects or provide the local match to Federal or other grants
- SRTS Infrastructure funds do not require any local match, and grants are paid on a reimbursable basis

# 3. 2026 SRTS Infrastructure Solicitation Parameters, 4 of 4



# 4. Letter of Intent Contents & Sections, 1 of 2

- Available for a 1-month period via an online form – September 14 to October 9, 2026
- The goal of a Letter of Intent (LOI) is to provide potential grant applicants an initial review to ensure project eligibility and determine project readiness before investing time and effort in preparing a full application
- SALT staff will review their jurisdiction's LOI submittals and prepare written responses to all applicants.  These responses will be sent by Friday, October 23, 2026.
- Full Application Submittal period opens Monday, October 26, 2026
- Letters of Intent are not required to submit a full application
- LOIs are strongly encouraged for smaller-sized or first-time applicants

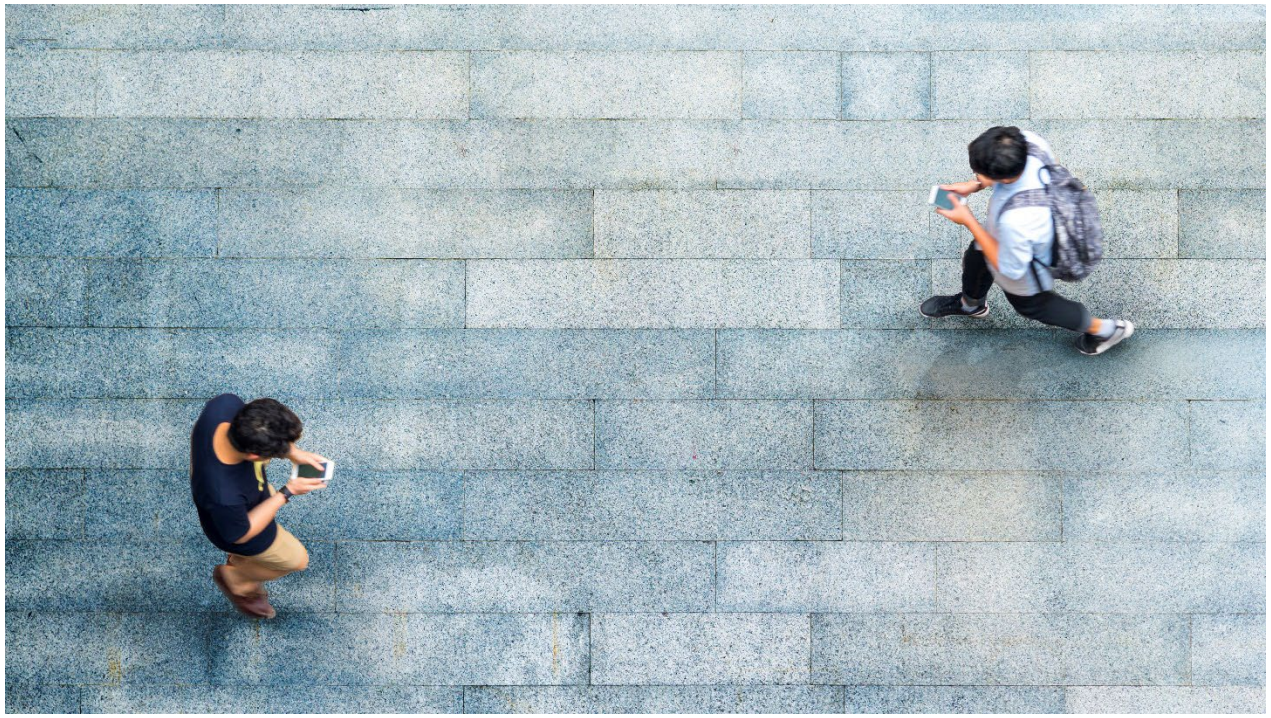
# 4. Letter of Intent Contents & Sections, 2 of 2

A. Applicant Information
B. Project Information
C. Project Location
D. Funding Sources
E. Eligibility Check
F. Project Improvements
G. Planning, Experience & Public Engagement
H. Advancing Equity



# 5. Application Contents, Sections & Scoring Criteria, 1 of 6

- Application will be open for about 2.5 months via an online form only
- Full Application Submittal Opens Monday, October 26, 2026
- Full Application Submittal Closes Friday, January 22, 2027
- The application may be intermediately saved, and it will accept (via cut/paste) responses prepared offline



# 5. Application Contents, Sections & Scoring Criteria, 2 of 6

I. Project Information

II. Project Improvements & Safety

III. Community Engagement & Transportation Policies

IV. SRTS Equity Score

V. Attachments (25 MB Max Total Requested)

VI. Conflict of Interest Disclosure

VII. Affirmation of Non-Collusion

VIII. 2026 SRTS Infrastructure Application Submittal



# 5. Application Contents, Sections & Scoring Criteria, 3 of 6

- Project Information
- Project Improvements & Safety – 40% of Score
  - What is the project?
  - What safety risks exist today?
  - How will the proposed improvements mitigate safety risks?
- Community Engagement & Transportation Policies – 20% of Score
  - What is the level of planning and priority?
  - How have stakeholders been engaged?
  - What policies does the applicant employ to encourage walking, biking and rolling?
- SRTS Equity Score – 40% of Score
  - How is equity advancing with this project?
  - What disadvantaged populations are being served?
  - What are the transportation needs of the specific location?

# 5. Application Contents, Sections & Scoring Criteria, 4 of 6

Equity segment is based on two components – Applicant Narrative & Equity Score

- Applicant Narrative
  - Applicant checks boxes of common equity-based indicators
  - Then supplements with specific references and statistics for the immediate project area
- Equity Score
  - Extracted by MnDOT from publicly available SRTS Equity Score Tool
  - Objective and relative compilation of socio-economic data for each public school in MN
  - Those schools with the greatest needs will yield the highest scores from the tool

# 5. Application Contents, Sections & Scoring Criteria, 5 of 6

## REQUIRED MINIMUM ATTACHMENTS

*Missing or incomplete submittals of these documents can be grounds for disqualification*

- ALL – Applicant Entity Resolution of Support
- ALL - Engineering or planning based construction cost estimate
- ALL - Timeline indicating major milestones and their anticipated completion dates
- ALL - Project Map with routes and improvements identified
- ALL (except school projects fully on school grounds) – Subdivision Regulations (see next slide)
- ALL (if applicable) – Project Sponsor Resolution of Support
- ALL (if applicable) - Resolutions of Support from all other entities impacted by proposed project
- ALL (if TH impacts are expected) - Letter of Support from District Engineer

# 5. Application Contents, Sections & Scoring Criteria, 6 of 6

## SUBDIVISION REGULATIONS

- Required for all projects, except projects fully located on school grounds
- Subdivision regulations require construction of accessible sidewalks and/or bike infrastructure in some capacity for new development or subdivisions
  - Can be a formal zoning policy or ordinance.  Alternatively, can be development review policies, entity standard plans/plates or a Complete Streets Policy.
  - State Aid does not dictate specific language, rules or triggers on such policies.
  - Compliance decisions for this requirement are made by State Aid.
- Considers what entity governs the land uses adjacent to the proposed project
- Recommend application to AT Infrastructure if this requirement cannot be met

# 6. Project Selection Process, 1 of 2

- 2026 SRTS Infrastructure Applications will be reviewed and scored by State Aid with assistance from the Office of Transit and Active Transportation (OTAT) and Office of Traffic Engineering (OTE)
- Recommendations will strive for equitable distribution across the program selection pools (next slide) and all MnDOT Districts
- State Aid Active Transportation Engineer presents preliminary project selection recommendations to the ATAC IWG
- ATAC IWG reviews, discusses, and provides input and recommendations on proposed project selections
- MnDOT Commissioner considers ATAC IWG input and recommendations in final program decision making
- State Aid will notify all applicants of their project selection status and grant selection amount on or before May 28, 2027

# 6. Project Selection Process, 2 of 2

## 2026 SRTS Infrastructure Selection Pools

### MN Cities of the First Class

- Including the Cities of Minneapolis, St. Paul, Rochester & Duluth

### Greater MN Counties & State Aid Cities

- Including Counties and State Aid Cities located outside of MnDOT Metro District, excluding the Cities of Rochester and Duluth

### MnDOT Metro District Entities

- Including Counties, State Aid Cities, Non-State Aid Cities and Townships located in the MnDOT Metro District, excluding the Cities of Minneapolis and St. Paul

### Greater MN Non-State Aid Cities & Townships

- Including Non-State Aid Cities and Townships located outside of MnDOT Metro District

# 7. After Project Selection, 1 of 1

- All applicants receive notice of project selections/non-selections from State Aid Active Transportation Engineer
- All projects are required to follow the State Aid process for project/plan approval
- All small entity selected projects require a SRTS project kickoff meeting with grantee, their project team, DSAE, project sponsor and the State Aid Active Transportation Engineer
- Entities begin the plan development process by working with the DSAE to request a State Aid Project (SAP) number

# 7. Project Development After Funding Approval, 1 of 1

- Refer to State Aid's State Fund Grantee User Guide (PDF) for full details on the post-selection process
- Selected entity completes construction plans and cost estimate
- Plan is reviewed and approved by MnDOT District State Aid Engineer.  SALT is notified to review and verify grant eligible items prior to cover sheet signature.
- SALT will then prepare the project funding letter based on the project's expected needs per engineer's estimate and other identified funding sources
- Selected entity can then advertise the construction project and work to secure a construction contract

# 7. Project Construction After Funds Approved, 1 of 1

- Selected entity submits accepted contractor unit cost documentation to SALT to determine the final SRTS funding amount
- Final SRTS funding amount will be shared with selected entity via the project encumbrance letter
- SALT will assist entities in preparing the grant agreements for local execution and coordinating final MnDOT review and approval
- Grant agreement must be fully executed before construction begins.  Funds are secured in the name of the project at this step.
- SRTS Infrastructure funds are reimbursed as work is completed by submittal of State Aid Pay Requests through the MnDOT District.



# 8. Key Takeaways, Webinars and Resources, 1 of 3

1. 2026 SRTS Infrastructure funds are available to Local Entities and School/School Districts statewide
2. Go to Program Website for 2026 SRTS Infrastructure Solicitation Updates & Resources - SRTS Infrastructure - State Aid
3. Consider submitting an optional Letter of Intent (available September 14, 2026)
4. Full application submittal will begin October 26, 2026
5. Up to $600,000 available per project (with no local match required) for funding program eligible expenses seeking construction in 2027 or 2028
6. Project selections will be announced on or before May 28, 2027



# 8. Key Takeaways, Webinars and Resources, 2 of 3

- SRTS Infrastructure Webinar Dates, via MS Teams (webinar links with dates and times available at SRTS Infrastructure - State Aid)
  - Tuesday 9/8 from 2:00 PM – 3:00 PM
  - Wednesday 9/9 from 9:30 AM – 10:30 AM
  - Thursday 9/10 from 11:00 AM – 12 Noon

**A webinar recording and a PDF of the presentation slides will be available on or by 9/25/2026 on the Program websites**

- Resources: SRTS Infrastructure - State Aid
  - LOI Application and Solicitation Guide – Posted September 14, 2026
  - Full Application and Solicitation Guide – Posted October 26, 2026
  - FAQs – Posted October 26, 2026

# 8. Key Takeaways, Webinars and Resources, 3 of 3

- 2026 AT Infrastructure Solicitations are available to Greater Minnesota only:
  - Local political subdivisions and non-profits via a Local AT Infrastructure arm administered by State Aid. This solicitation schedule will run concurrent with 2026 SRTS Infrastructure.
  - Federally Recognized Indian Tribes via a Tribal AT Infrastructure arm administered by Tribal Affairs. This solicitation schedule will run concurrent with 2026 SRTS Infrastructure.
  - Active Transportation (AT) Infrastructure Webinar Dates, hold jointly, via MS Teams (9/8-9/10, webinar links with dates and times available at AT Infrastructure - State Aid)
- OTAT is offering a fall 2026 SRTS Planning Assistance solicitation for creation or updates to SRTS Plans. Refer to SRTS Non-Infrastructure – OTAT for details.

# 9. Questions



- We are happy to address any program or solicitation questions in the time we have remaining
- Please reach out to us directly with project-specific questions

# Thank you!


**Steve Prusak, P.E.**

SALT Active Transportation Engineer

*steven.prusak@state.mn.us*

651-366-3827

**Rashmi Brewer, P.E.**

SALT State Programs Engineer

*rashmi.brewer@state.mn.us*

651-366-3830