Fall 2026 MnDOT Programs Funding

Multiple separate solicitations will be underway that could support walking and biking infrastructure. This sheet is intended to reduce the confusion between the programs.

Programs may require a letter of intent that serves as pre-application. These are quick, non-binding submittals that will trigger a review on project readiness. After review, the applicant can decide which program(s) to formally pursue.

COMPARISON TABLE

	Transportation Alternatives (TA)	Active Transportation Infrastructure (AT)	Safe Routes to School Infrastructure (SRTS)	Carbon Reduction Program (CRP)	Protect
Summary of eligible activities	Infrastructure for walking and biking, historical preservation, streetscapes, stormwater mitigation	Infrastructure for walking and bicycling safety and mobility improvements	Infrastructure for Safe Routes to School related walking and bicycling safety and mobility improvements	The purpose of the program is to reduce carbon dioxide emissions from on-road highway sources.	Provides funding for projects that increase the resiliency of the federal aid highway system.
Specific Eligible Activities	Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.). Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users. Construction of turnouts, overlooks, and viewing areas. Community improvement activities*, which include but are not limited to*: • inventory, control, or removal of outdoor advertising; • historic preservation and rehabilitation of historic transportation facilities; • vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and • archaeological activities relating to impacts from implementation of a transportation project eligible under title 23. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to: • address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 23 U.S.C. 133(b)(3) [as amended under the FAST Act], 328(a), and 329 of title 23; or • reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats (Former 23 U.S.C. 213(b)(2)-(4)).	- Pedestrian and bicycle crossing improvements: pedestrian curb ramps, intersections or midblock crossings, median refuges, raised crossings, raised intersections, speed humps and curb extensions. - Off-street bicycle and pedestrian facilities: exclusive multi-use bicycle and pedestrian trails, sidewalks, and pathways that are separated from a roadway. - On-road facilities: bicycle lanes, bicycle boulevards and cycle tracks - Traffic control devices: signs, bicycle and pedestrian activated signals, flexible bollards, and pavement markings Note: Electronic devices must be permanent - not mobile. - Basic curb, roadway, or turf replacement due to removals required to install the improvements listed above	Projects identified in their SRTS plan or other bicycle or pedestrian plan including: • Pedestrian and bicycle crossing improvements: pedestrian curb ramps, intersections or midblock crossings, median refuges, raised crossings, raised intersections, speed humps and curb extensions. • Off-street bicycle and pedestrian facilities: exclusive multi-use bicycle and pedestrian trails, sidewalks, and pathways that are separated from a roadway. • On-road facilities: bicycle lanes, bicycle boulevards and cycle tracks • Traffic control devices: signs, bicycle and pedestrian activated signals, flexible bollards, and pavement markings Note: Electronic devices must be permanent - not mobile. • Funding the local share of a Transportation Alternative Funded Safe Routes to School project that was previously selected and appears in the STIP.	Using active transportation (e.g., bicycling and walking) produces less carbon emissions compared to driving alone. Increasing the availability of alternatives to driving alone is a key component to lowering transportation emissions. • Construct or improve bicycle network • Construct or improve pedestrian network • Establish or expand micromobility programs • Coordinate and develop maintenance plans to ensure access to bicycle and pedestrian networks through all weather conditions • Improve street connectivity • Implement traffic calming • Implement projects that reduce vehicle travel lanes (e.g., road diets) • Install smart crosswalk systems with LED lighting and sensors that increase visibility and alert drivers when people are crossing	The PROTECT program provides funds to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. • Incorporation of natural infrastructure • Resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment of an existing eligible surface transportation facility eligible • The upgrade of an existing surface transportation facility to meet or exceed design standards • Installation of mitigation measures that prevent the intrusion of floodwaters into surface transportation systems. • Strengthening systems that remove rainwater from surface transportation facilities. • Upgrades to and installation of structural stormwater controls • A resilience project that addresses identified vulnerabilities described in the eligible entity's Resilience Improvement Plan • Relocating roadways in a base floodplain to higher ground above projected flood elevation levels, or away from slide prone areas • Stabilizing slide areas or slopes • Installing riprap • Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather • Increasing the size or number of drainage structures. • Installing seismic retrofits on bridges • Adding scour protection at bridges • Adding scour, stream stability, coastal, and other hydraulic countermeasures, including spur dikes • Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control. • Any other protective features, including natural infrastructure, as determined by the Secretary.

Ineligible Activities	• State or metropolitan planning organization administrative purposes. • Promotional activities, except as permitted under the SRTS (2 CFR 200.421(e)(3)). • Routine maintenance and operations, except trail maintenance as permitted under the RTP. • General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc. • Engineering activities Purchase of right-of-way	Landscaping planters, benches, and decorative fences Ornamental lighting beyond the standard Benches, bike racks or bike parking, fix-it stations, water fountains Aesthetic treatments above the standard Costs associated with engineering, construction administration and inspection, right of way acquisition, and water main, sanitary sewer, or private utility work Work on trunk highways or on trunk highway right-of-way without a letter of support from the MnDOT district engineer. Work on trunk highways is only allowed if this letter is included with the application.	Landscaping planters, benches, and decorative fences Ornamental lighting beyond the standard Benches, bike racks or bike parking, fix-it stations, water fountains Aesthetic treatments above the standard Costs associated with engineering, construction administration and inspection, right of way acquisition, and water main, sanitary sewer, or private utility work Work on trunk highways or on trunk highway right-of-way without a letter of support from the MnDOT district engineer. Work on trunk highways is only allowed if this letter is included with the application.		
LOI due	October 30, 2026 (Required)	October 9, 2026 (optional)	October 9, 2026 (optional)	N/A	N/A
Application due	**January 8, 2027**	**Friday, January 22, 2027**	**Friday, January 25, 2027**	N/A	N/A
Selections made	Spring 2027	Spring 2027	Spring 2027	N/A	N/A
Project Size	ATP4: $100,000+ ATP8: $250,000+	$50,000-600,000	$50,000-600,000	N/A	N/A
Funding Availability	Projects compete within Area Transportation Partnership (ATP) districts WCATP (includes Big Stone and Swift Counties) $ $770,000 for 2031 SWATP (included Chippewa, Lac qui Parle, Yellow Medicine Counties) $1.1 Million for 2031	Projects in Greater Mn only in 2026 $4.8 million for local AT Infrastructure $600,000 for Tribal AT Infrastructure	Projects compete statewide $4 million statewide Tribes apply separate, but there is not a 2026 solicitation. Encouraged to work with local partners.	$0	$0
	At least 20% of eligible construction	0% match required	0% match required	At least 20% of eligible construction	10-20% match required
Local Costs	Pre-engineering, engineering and project administration, right of way	Pre-engineering, engineering and project administration, right of way	Pre-engineering, engineering and project administration, right of way	Pre-engineering, engineering and project administration, right of way	Pre-engineering, engineering and project administration, right of way
Construction timeline	2031	2027 and 2028	2027 and 2028	N/A	N/A
Evaluators	ATP	MnDOT Central Office	MnDOT Central Office	ATP	ATP

Applicants	Counties or cities over 5,000 pop. can be project applicants and sponsors Small cities, transit agencies, regional transportation organizations, natural resource agencies, schools, tribes, trails agencies, transportation safety agencies must have a sponsor from the above two options.	Counties, tribes, and cities over 5,000 pop. can be project applicants and sponsors Schools, townships, small cities require a county or city over 5,000 as the lead agency or sponsor	Counties, tribes, and cities over 5,000 pop. can be project applicants and sponsors Schools, townships, small cities require a county or city over 5,000 as the lead agency or sponsor	Counties, tribes, and cities over 5,000 pop. can be project applicants and sponsors Schools, townships, small cities require a county or city over 5,000 as the lead agency or sponsor	Counties, tribes, and cities over 5,000 pop. can be project applicants and sponsors Schools, townships, small cities require a county or city over 5,000 as the lead agency or sponsor
Funding type	Federal	State	State	Federal	Federal
Additional Considerations	Project may be constructed in advance of funding year with a payback in 2031	May be used as a local match for federally-funded projects (i.e. TA) in the STIP.	May be used as a local match for federally-funded projects (i.e. TA) in the STIP.	Must be able to describe how project will create carbon reduction	
Important Selection Criteria	*Each ATP is responsible for developing this section of the TA application. This section should include the additional information and questions required in order to implement the specific project selection process and criteria developed by each ATP.*	Project improvements address the safety risks and hazards identified, mitigate safety concerns, and boosts health benefits Community is proactive in the adoption of pedestrian or bicycle plans or full complete streets policies as well as development of activities or policies that encourage or promote walking and biking Description on how this project will advance equity in the community.	Student Transportation Equity for Priority Populations score, which was developed to support equitable scoring the SRTS grant application process. More information can be found HERE Pursuant to Minnesota Statute 174.40, home rule charter city, county, and town applicants are only eligible if the governing body has adopted subdivision regulations requiring new and proposed developments within its jurisdiction to have connected sidewalks and/or bicycle infrastructure. This requirement does not apply to tribal applicants. This requirement also does not apply to school or school district applicants whose projects will be constructed entirely on school property. If any improvements take place on any county or city roadway or right of-way, then the city or county must have adopted these subdivision regulations. Note that in these new and proposed developments, SRTS funding is eligible for the construction of pedestrian and bicycle infrastructure. All infrastructure proposed in any SRTS application must have a usable life of at least ten years.	Projects funded by the CRP will be selected based on their cost-effectiveness of carbon reduction and four co-benefits: Health and safety benefits Access to places to walk and bicycle can help integrate physical activity into daily routines. Being active can help reduce the risk of heart disease and other health problems. Improvements to roads and paths for bicyclists and pedestrians can also help prevent serious injuries or deaths from traffic accidents. Locating bus stops adjacent to paths increases healthy travel options for more people. Access benefits Increasing the availability and reliability of public transportation and areas to safely walk and bicycle, provides the necessary link between people and opportunities. People need access to jobs, school, food, childcare, health services and other destinations no matter where they live. For people who do not drive, it is necessary to provide various transportation options like accessible sidewalk networks, shared mobility services and transit. A well-connected local network can promote mobility choice, reduce local trips by vehicle and positively impact the environment.	Most eligible projects will involve adding a resilience improvement into existing projects that are in the applicants' 5-year plan. As this is a Federal Grant any non-state aid cities would require sponsorship from their county. Also, the project must be on the local federal aid system. Is the project in a vulnerable area? Is the project making a resilience improvement to a vulnerable asset that would not have been fixed in the next three years? Is the project in a flood plain? Will the project benefit disadvantaged communities?

				Equity benefits Offering and increasing options beyond driving solo can create new opportunities, enhance mobility choices, and provide access to a larger number of people. This can promote better health and wellbeing especially for those who either choose not to or are unable to drive. Economic benefits Owning a car is expensive due to the high cost of fuel, maintenance and insurance. Increasing the number of travel options significantly reduces transportation costs, which is most beneficial for people with low incomes.	
Website	https://www.dot.state.mn.us/ta/index.html	https://www.dot.state.mn.us/active-transportation-program/infrastructure-grants.html	https://www.dot.state.mn.us/saferoutes/infrastructure-grants.html	https://www.dot.state.mn.us/carbon-reduction-program/	https://www.dot.state.mn.us/protect/index.html