



Safe Routes to School 2027 Frequently Asked Questions

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Q1: Can nonprofits apply for SRTS?

A: Nonprofits are not directly eligible to apply under SRTS. However, they can partner with an eligible Local Public Agency (LPA).

Q2: Are Design, ROW, and Construction costs eligible under Safe Routes to School (SRTS)?

A: No. Only construction costs are eligible under SRTS. All grant recipients will be provided the opportunity to utilize Design Assistance Program once it becomes available.

Q3: Are construction inspection costs eligible in SRTS?

A: Yes. Construction inspection costs are eligible if included in the total requested amount and detailed cost estimate in the application. Consultant services for construction inspection must be procured and administered in accordance with the federal requirements including the Brooks Act, 40 U.S.C.

Q4: Is additional funding available for SRTS projects beyond the grant award amount in the event project costs increase?

A: No. Funding is limited to the grant award amount and is based on the eligible costs identified in the detailed cost estimate provided with the application.

Q5: Are letters or resolutions of ROW acquisition or easement required?

A: Yes. Letter or resolution should include following statement:

"The [County/Municipality] confirms that all proposed improvements will be constructed within existing public right-of-way. No property acquisition, easements, or temporary construction easements are required. Authorization to proceed is granted."

Q6: Are letters and resolutions of support required?

A: Yes. Each application must include, as attachments, resolutions of support from the applicant's governing body. Letters or resolutions from the participating school board, and from the owner of the public right-of-way will be accepted for the project. The LPA must coordinate with the appropriate regional NJDOT office to receive the necessary highway occupancy permit approvals prior to federal authorization of construction.

Q7: Are resolutions accepted after the application deadline?

A: No. Resolutions must be included as an attachment as part of the online application. No resolutions will be accepted after the closing date of this solicitation.



Q8: What type of documentation is required for the maintenance commitment?

A: The applicant must indicate the entity responsible for continual ownership and maintenance for the useful life of the project. The useful life will vary depending on the type of project. A resolution or letter from the party having maintenance jurisdiction must be attached to the application. This certification of ownership and maintenance may be included in the resolution of support provided by the applicant as described above.

Q9: Can an applicant apply for more than one project?

A: No. Only one application is allowed per eligible applicant. Applicants can only apply for funding for the Construction/Installation phase of an infrastructure project.

Q10: What documentation is required if the proposed project is located on a State highway?

A: The applicant must coordinate with the appropriate regional NJDOT office to receive the necessary highway occupancy permit approvals prior to federal authorization of construction.

Q11: Who is responsible for preparing the National Environmental Policy Act (NEPA) documents?

A: The NJDOT Bureau of the Environmental Program Resources will produce the NEPA documents. The funding recipient is responsible for providing all necessary documents and location maps in support of the NEPA document.

Q12: Is the name of the “responsible charge” required?

A: Yes. Applications will not be accepted without the name of the responsible charge. Federal regulations (23 CFR 635.105(a) (4)) require Local Public Agencies (LPAs) to provide a full-time employee to be in responsible charge of federal-aid construction projects. The person in responsible charge of LPA-administered projects need not be an engineer but must be a full-time employee of the LPA. The name and title of the person in responsible charge of the project is required.

Q13: Should all the questions in the application be answered?

A: Yes. The program is competitive grant program. Applicants are encouraged to provide as much information as is relevant to the question asked. NJDOT is seeking projects with a high likelihood of success; well-planned projects that are construction ready and meet the overall goals of the SRTS program. Applicants should attach photographs, maps, surveys, studies and reports to assist the reviewer in his or her assessment of the project.

Q14: How does my municipality get a Complete Street policy passed?



A: By adopting a Complete Streets policy, communities direct their transportation planners, engineers and public works departments to routinely design and operate the entire street right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. Information on Complete Streets policies can be found here: <https://njbikeped.org/about-complete-streets-in-nj/#>

As of October 17, 2022, Complete Streets policies have been adopted by resolution in 174 towns and 8 counties in New Jersey. A list of Complete Street communities can be found at: <https://njbikeped.org/nj-complete-streets-policy-compilation/>

The NJ Bicycle and Pedestrian Resource Center (NJ BPRC) located at the Voorhees Transportation Center at Rutgers University, provides resources to communities that wish to develop a Complete Streets policy or seek assistance with implementation.

If you are interested in learning more about Complete Streets or are looking for technical assistance, please contact BPRC at bikeped@ejb.rutgers.edu. While not required for consideration, extra points are given to applicants with certified Complete Streets policies.

Q15: Are contingency costs allowed in the estimate?

A: No. Contingencies will not be considered in the grant award amount. The cost estimate needs to be detailed and developed for the year of anticipated expenditures.

Q16: Will the applicant be required to report to the NJDOT the results of a follow-up survey of how students travel to school following the project's construction?

A: Yes. This program is intended to yield measurable results. The application should include a description of how the applicant will measure the results of the projects that are part of the funding request. At a minimum, grant recipients will be required to record the number and type of improvements installed, the number of participants in their SRTS programs, and the results of a follow-up survey of how students get to school. Other outcomes can also be a part of the evaluation process including:

- Changes in public/student perception of safety (survey)
- Reduction in crashes and/or vehicle volumes and speeds
- Improvement in crime statistics
- Improvement in health statistics



Q17: Where can I get additional information on how to apply?

A: Information about the program can be found here:

- <http://www.state.nj.us/transportation/business/localaid/srts.shtm>
- [Grants & Funding Overview – New Jersey Safe Routes \(saferoutesnj.org\)](http://www.saferoutesnj.org/Grants%20and%20Funding%20Overview)

Q18. Are utility relocation costs and ROW acquisition cost eligible under SRTS?

A: NO. As per State statute, NJTDOT cannot fund utility relocation and ROW acquisition for locally administered projects.

Q19: Why does the High Injury Network (HIN) matters for your application?

- ✓ **Local Impact:** Ensure the HIN segments in your municipality do not get overlooked
- ✓ **Strengthens your application:** Safety need is a scoring criteria. An HIN segment carries additional weight.
- ✓ **HIN segments are easy to locate:** Through the Mapping Tool (<http://njdotlocalhub.com/mapmaker>) , you have access to the HIN layer.

Q20. Would a bike share program (equipment and installation) be eligible for funding under SRTS funding?

A: Capital costs for bike share systems would be eligible. However, operating costs would not be eligible.