



INFRASTRUCTURE APPLICATION GUIDANCE DOCUMENT

Applications due in [MaPIT](#) by Friday, October 17, 2025

September 2025



MASSACHUSETTS SAFE ROUTES TO SCHOOL INFRASTRUCTURE APPLICATION GUIDANCE DOCUMENT

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I. SAFE ROUTES TO SCHOOL PROGRAM OVERVIEW

1. Program Purpose and Mission

The Massachusetts Safe Routes to School (SRTS) Program is a federally funded initiative of the Massachusetts Department of Transportation (MassDOT). SRTS works with schools, communities, students, and families to increase active transportation among elementary, middle, and high school students in the Commonwealth. SRTS promotes a collaborative, community-focused approach that fosters mutual partnerships between education leaders, advocacy groups, law enforcement, and public health departments to promote safer routes for elementary, middle, and high school students to get to and from school. The SRTS Program seeks to reduce air pollution and traffic congestion near schools, while increasing the health, safety, and physical activity of elementary, middle, and high school students. SRTS utilizes the “six Es” to implement its program: education, encouragement, engagement, evaluation, equity, and engineering.

2. Program Overview: Non-Infrastructure Component

The non-infrastructure component of the SRTS Program encourages elementary, middle, and high school students to use active transportation to get to school by implementing education, encouragement, engagement, and evaluation practices and programs. This is all performed through an equity¹ lens, seeking to distribute resources equitably regardless of student background, ability, age, or language spoken at home. Learn more about the non-infrastructure component of the SRTS Program on the [SRTS website](#).

School partnership (six months or more as of the date of the release of this guidance, 9/3/25) and participation in the non-infrastructure component of the SRTS Program are required in order to submit an application for infrastructure funding. To become a partner you can sign up here at https://gis.massdot.state.ma.us/forms/srts_partner/, contact the Massachusetts SRTS Program at 888-426-6688, or email MassDOTSRTS@dot.state.ma.us. To check your partnership status, you can visit the [SRTS Dashboard](#). If your school is listed on the Dashboard, you can reference the “Date Joined” field to determine your eligibility.

3. Program Overview: Infrastructure Component

The infrastructure component of the SRTS Program comprises the *engineering* aspect of the “six Es” strategy and involves an *equity* lens as well. This component of the SRTS Program facilitates bicycle and pedestrian infrastructure improvements to benefit students who walk, bicycle, or use a wheeled mobility device to get to school. Infrastructure projects seek to improve safety, access, and mobility for students in kindergarten through twelfth grade, while also encouraging more students to walk and bicycle to school. The SRTS Program facilitates such improvements by providing funding for infrastructure projects. **The remainder of this document describes the process and instructions for eligible schools to apply for SRTS infrastructure project funding.**

¹ Equity for SRTS programming means that despite having different needs, every student has an equal opportunity to be a part of the program. Resource allocation is based on greatest need. The Outreach team prioritizes engagement with communities that score higher on our Equity Prioritization scale that includes four equity indicators: economically disadvantaged students, students with a disability, students identified non-White or Hispanic, and students with limited English proficiency. The highest equity score is 20, and the lowest is 4. Schools that receive a score of 16-20 are selected as “priority” schools for Outreach Coordinator engagement in non-infrastructure activities.

II. SRTS INFRASTRUCTURE FUNDING PROGRAM

1. Eligible Applicants

a. Partnership with the SRTS Program

To be eligible for the SRTS Program's infrastructure funding, schools must build a partnership with the SRTS Program's non-infrastructure program that involves education, encouragement, engagement, and evaluation activities. Applicants must be a SRTS partner for at least **six months** prior to applying. Applicants can check if a school is a partner on the [SRTS Program Dashboard](#). Schools can become a SRTS partner by [completing an online form](#).

All partners must be committed to implementing ongoing SRTS initiatives. Only schools that receive public funding (includes charter schools) are eligible to apply for SRTS infrastructure project funding. Finally, equity is an important aspect of the SRTS Program. Schools that represent diverse socio-economic communities in urban, suburban, or rural environments are encouraged to become SRTS partners and apply for SRTS infrastructure program funding.

b. **NEW:** Involvement with the Complete Streets Program

Municipalities must be at a minimum level of Tier 2 with the MassDOT [Complete Streets Program](#). This means the municipality already has a Complete Streets policy and now has a prioritization plan. Involvement in Complete Streets not only shows an already established relationship with MassDOT and its processes, but also a commitment to making roadways safer for all modes of transportation.

c. **NEW:** Compliance with MBTA Communities Act

Due to a recent policy implemented at the state level, any municipality that is considered *noncompliant* with the [MBTA Communities Act](#) will not be eligible to receive any MassDOT funding, including Safe Routes to School funding.

d. **NEW:** Municipalities That Have Already Received Funding

Municipalities that have already received funding for a previous SRTS project cannot reapply until the previous project is set to advertise in the application year (~4-5 years). This is to ensure the maximum opportunity to provide funding for as many municipalities as possible.

2. Eligible Projects

a. Projects that may be Funded

Eligible projects include infrastructure projects such as transportation construction and capital improvement projects that will improve safety and/or increase the number of children walking and biking to school and are located within two miles of a school serving children in any grades between kindergarten and twelfth grade.

The infrastructure project must be within the public way or any bicycle or pedestrian pathway or trail. This may include projects on private land that have public access easements or public property that is owned by a public entity. Projects may be completed on state-owned roadways.

The following improvements are the types of infrastructure projects listed in the Federal Highway Administration (FHWA)'s SRTS [Program Legislation](#) and [Program Guidance](#) documents that may be eligible for SRTS funding. There may be other eligible infrastructure projects that are not included on this list. All SRTS projects are funded with Transportation Alternatives (TA) funds. TA Program information can be found at:

https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf#page=9.

Sidewalk improvements. New sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, sidewalk buffer zones, curbs, gutters, curb ramps, and Americans with Disabilities Act (ADA) improvements.

Traffic calming and speed reduction improvements. Mini-roundabouts/traffic circles, bump-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane diets, full- or half-street closures, and traffic signal timing adjustments.

Pedestrian and bicycle crossing improvements. Crossings, median refuges, raised crossings, raised intersections, traffic control devices (pavement markings, Rectangular Rapid Flashing Beacons [RRFBs], bicycle-sensitive signal actuation devices, pedestrian countdown signal heads or equipment, vehicle speed feedback signs [dynamic speed signs], and pedestrian activated signal upgrades), and sight distance improvements.

On-street bicycle facilities. New or upgraded bicycle lanes, widened outside lanes or roadway shoulders, bike boulevards, geometric improvements, turning lanes, channelization and roadway realignment, traffic signs, and pavement markings.

Off-street bicycle and pedestrian facilities. Separated/protected multi-use bicycle and pedestrian trails and pathways.

Secure bicycle parking facilities. Bicycle parking racks, bicycle lockers, designated areas with safety, lighting, and covered bicycle shelters.

Traffic diversion improvements. Traffic diversion away from school zones or designated routes to a school.

b. Projects that will NOT be Funded

Types of projects ineligible for SRTS infrastructure funds include:

Recurring costs. Recurring costs such as salaries for crossing guards and walking school bus leaders.

Pavement maintenance. Pavement resurfacing or pavement preservation (unless part of a road diet/reconfiguration).

NOTE: For projects that will involve new pavement markings (e.g., bicycle lanes, crosswalks, striping, etc.) **the existing pavement condition must be able to accommodate these markings.** Although the SRTS funding program is able to accommodate a small amount of mill and overlay work (in special circumstances, and with prior written approval, no more than \$50,000 per project) that directly supports pavement markings benefiting student walkers and bicyclists, if a large portion of the existing pavement is in sub-standard condition and the applicant municipality would like to improve it as part of the proposed project, the applicant will be expected to fund this pavement resurfacing or preservation work.

Travel lane expansion. Widening and/or adding travel lanes or other motor vehicle related improvements that could negatively affect pedestrian and bicycle safety and mobility.

School bus projects. School bus safety projects or improvements to school bus stops.

Other. Portable enforcement equipment, such as a speed radar gun, or gifts, such as bicycles, helmets, or reflective clothing.

c. Project Cost Categories

The SRTS Program provides funding for both design and construction. The Federal share of the cost of the project is 80% and MassDOT will provide the required non-federal 20% match for all awarded projects; therefore, municipalities are not required to provide a funding match for eligible construction costs. **However, similar to all federally funded transportation projects in Massachusetts, all costs associated with right-of-way and environmental permitting are expected to be incurred by the municipality.** Additionally, costs incurred prior to FHWA project approval are not eligible for reimbursement.

d. Other Project Categories and Considerations

There may be schools that need funding for a SRTS project that is much smaller than the above categories. This might include new crosswalk markings, pedestrian crossing signs, or something similar. For instances such as this, the non-infrastructure component of the SRTS Program offers funding for small projects through its [Signs and Lines Program](#). This is geared towards projects anticipated to cost less than \$10,000. If you are already a SRTS partner and would like more information about Signs and Lines, reach out to your SRTS Outreach Coordinator. Otherwise, contact the SRTS Program at [888-426-6688](tel:888-426-6688) or MassDOTSRTS@dot.state.ma.us.

To initiate an infrastructure project or report an infrastructure need that may be outside the scope of the SRTS Program, you may contact your community's [MassDOT District office](#) for further assistance and guidance.

Infrastructure projects constructed with SRTS funds must be accessible to persons with disabilities, per the Americans with Disabilities Act Accessibility Guidelines (ADAAG) at 28 CFR Part 36, Appendix A, as enforced by the U.S. Department of Justice and FHWA, and as required under Section 504 of the Rehabilitation Act. Further the construction phasing needs to account for people walking and biking during construction per [Massachusetts General Law \(M.G.L.\) Part I, Title XIV, Chapter 90E Section 2A](#).

Please also consider referring to the Healthy Transportation Policy Directive: <https://www.mass.gov/doc/healthy-transportation-policy-directive/download>.

Proposed infrastructure projects are required to meet the requirements described in the MassDOT Engineering Directive E-20-001, “[Controlling Criteria and Design Justification Process for MassDOT Highway Division Projects](#)” AND the objectives of the SRTS Program. For example, all projects must evaluate and include accommodations for bicyclists and pedestrians to the maximum extent practicable. This typically includes sidewalks on BOTH sides of the street with a bike lane or a shared-use path that can accommodate bicyclists and pedestrians. Please note that painted share-the-road arrows (sharrows) do not qualify as a true bicycle facility under this directive. The improvements must connect to a complete street network with connections to the partner school. Please review this directive and ensure the project description and estimated project budget account for these requirements.

e. Requesting SRTS Technical Assistance

The goal of this year-round service is to help communities who don't have the capacity to apply for grants or need extra assistance in gathering the materials needed for the application. The four areas that communities can ask for assistance are project identification, general application support, relationship building, and cost estimates. During the application period, the SRTS Program will only be available to answer questions about the application. All other requests should be made in advance of the application period opening. More information, including the request form, can be found on the [SRTS website](#).

III. APPLICATION INSTRUCTIONS

This section details the SRTS application document. This application determines which projects are selected by the SRTS Project Selection Committee to be funded. Information on the SRTS Project Selection Committee review can be found in Chapter 4.

Before beginning the application, applicants must [create an account with MaPIT](#). Please check with your municipality (Planning and/or Engineering Department) to confirm any existing accounts. Under “Agency,” the proponent may select “Municipality” and then choose the corresponding municipality from the drop-down list. In the box below “Reason for requesting account,” enter “Safe Routes to School.” After submitting the form, account details will be sent to the provided email within a few days. **Please make sure whoever account owner is they can move the application through the entire MaPIT process.** Applications can be reassigned in MaPIT if needed, but applications should not be recreated in MaPIT for any reason.

Once an account has been created, the applicant can access the application. Go to the [MaPIT main webpage](#) and scroll to find the Safe Routes to School Application. Once you log into MaPIT and are in the SRTS application, you are ready to begin. Below is a detailed explanation of each question required to be completed by the applicant. Applicants should read this chapter entirely before beginning the application. Once you begin the application workflow, you can save your progress and go back to it at any time. However, once you click “submit for acceptance” you are not able to go back and make any edits.

The SRTS application workflow includes the following steps:

1. Initiate a Workflow
2. Basic Information
3. Sketching
4. Geoprocessing
5. Safe Routes to School Questions
6. Project Need (PN) – to complete only upon acceptance by MassDOT
7. Project Scope (PS) – to complete only upon acceptance by MassDOT

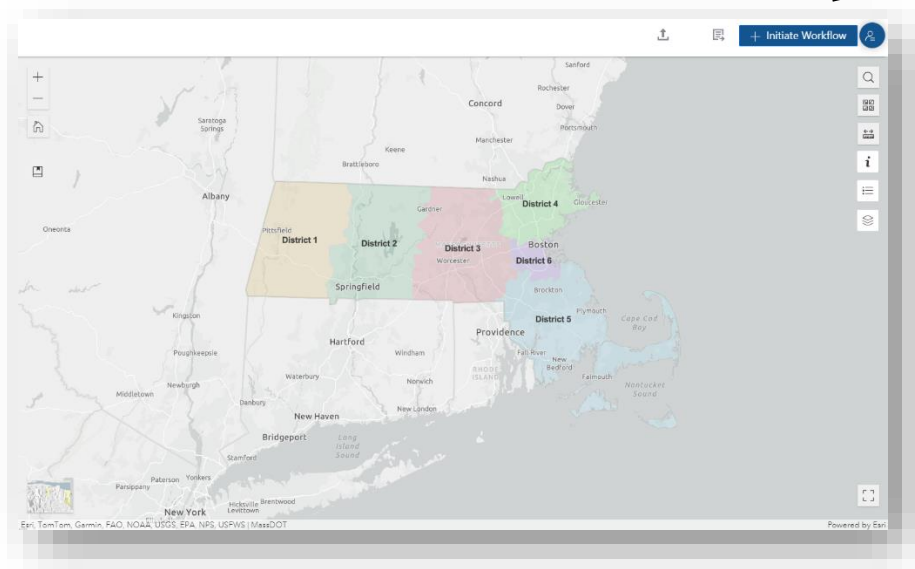
If you previously created an application in MaPIT (2023 or 2024) that was NOT selected to move forward, you have the option of updating the previously submitted application in MaPIT. If you would like to modify an existing application and re-submit it, please email miranda.e.briseno@dot.state.ma.us to have the application returned to you in MaPIT. The original author of the application must continue with the application. If you need the application moved to a different contact within the municipality, please email miranda.e.briseno@dot.state.ma.us with the name and email address of the new contact and make confirm they already have a MaPIT login.

Guidance for the workflow is described in the following pages.

1. Initiate a Workflow

Safe Routes to School now has its own unique application in MaPIT. Once you navigate to the SRTS Application (see directions and link above under “Application Instructions”), click “Initiate Workflow” in the upper right-hand corner.

Massachusetts Safe Routes to School Infrastructure Application



Step 1: "Initiate Workflow"

2. Basic Information

massDOT SRTS
Massachusetts Department of Transportation

SRTS

1 Start Here 2 **Basic Information** 3 Sketching 4 Geoprocessing 5 SRTS 6 Project Need 7 Project Scope 8 Cost Estimate 9 Final Review

Requires Acceptance Requires Acceptance Requires Acceptance

APPLICANTS INFORMATION

Project Name: *

Follow this format for the Project Name - "SRTS-Town Name-Road Name"
• Example (SRTS - Arlington - Mystic St)

Date of Application: Municipality: * District:

MUNICIPAL CONTACT

Name: * Title: * Email: *

Phone: * Address: * Zip: *

NATURE OF REQUEST

Scope of Work: *

Desired Start of Construction Date:

Step 2: "Basic Information"

Applicants Information

Project Name:

Provide the project's name. This should reflect the main component(s) of the project as well as the location (e.g., Sidewalk Construction on Maple Street).

- Follow this format: "Grant Type—Town Name—Road Name—School Name(s)"
- Example: "SRTS—Weymouth—Highland St.—Pingree School"

Date of Application:

Enter the current date

Municipality:

Select from the dropdown menu.

District:

This should autofill.

Municipal Contact

The municipality must not only be aware of the proposed project, but in support of it. Each application must be associated with a municipal government. Provide the name of the municipal applicant. This person should have decision-making authority for local projects and preferably work within a municipal department responsible for maintaining the municipality's infrastructure. Although the appropriate applicant will vary by municipality, the most successful SRTS projects have buy-in from the Department of Public Works and/or City or Town Engineering Department. For advice on who to list as the co-applicant, reach out to the City or Town's Department of Public Works, Engineering Department, or related municipal department. Fill out all the required contact information (Name, Title, Email, Phone, Address, and Zip).

Nature of Request

Scope of Work:

Provide a brief description of the project

- Example: "

Desired Start of Construction Date:

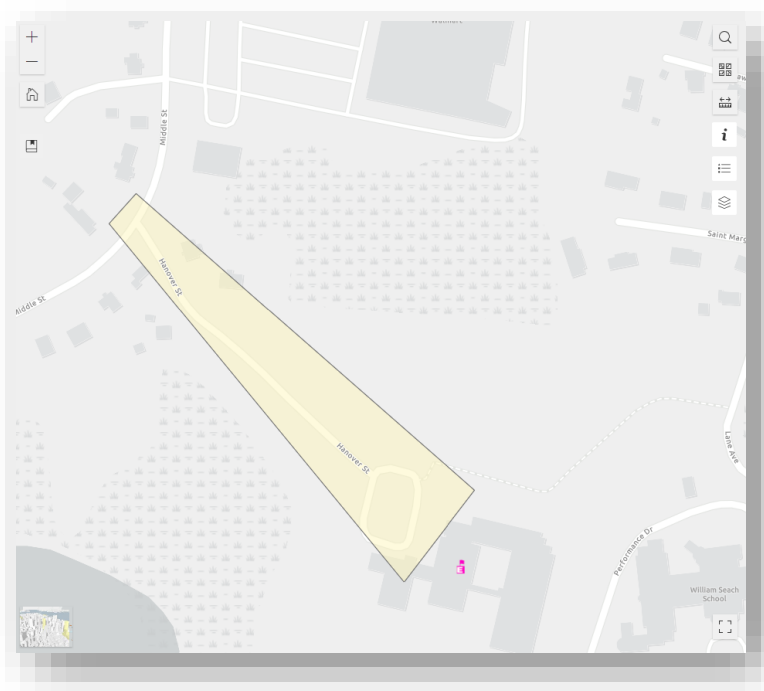
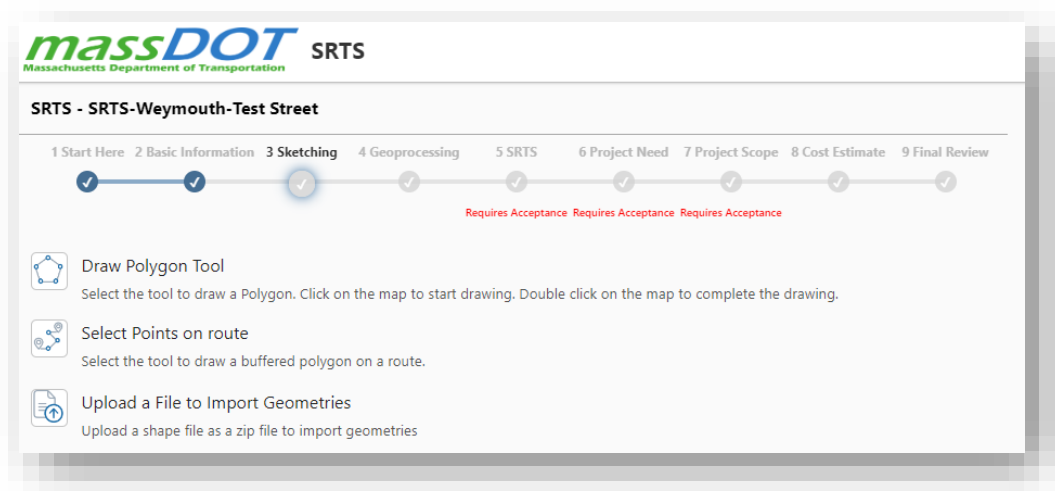
Enter the desired start of construction date.

Click "Save & Next" in the bottom left of the page to move to the next step.

3. Sketching

In step three, roughly sketch the limits of the project on the map shown on the right side of the page.

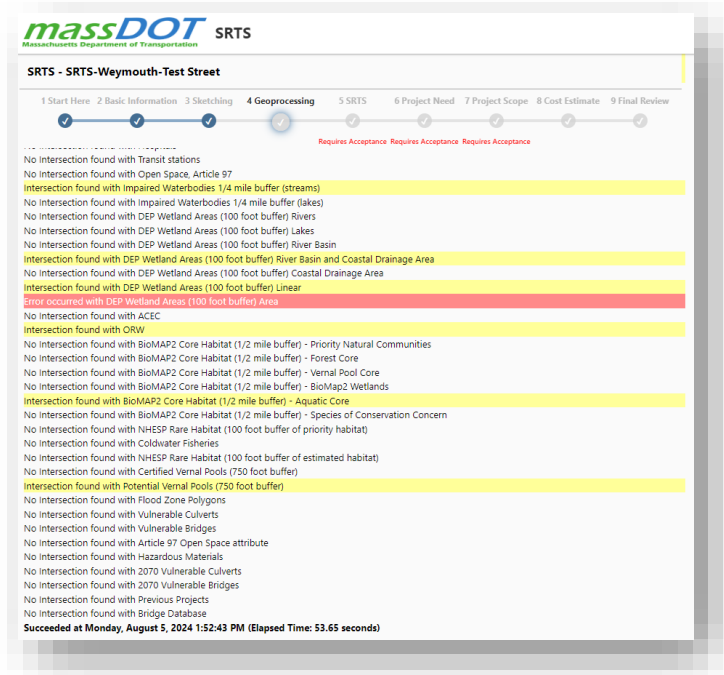
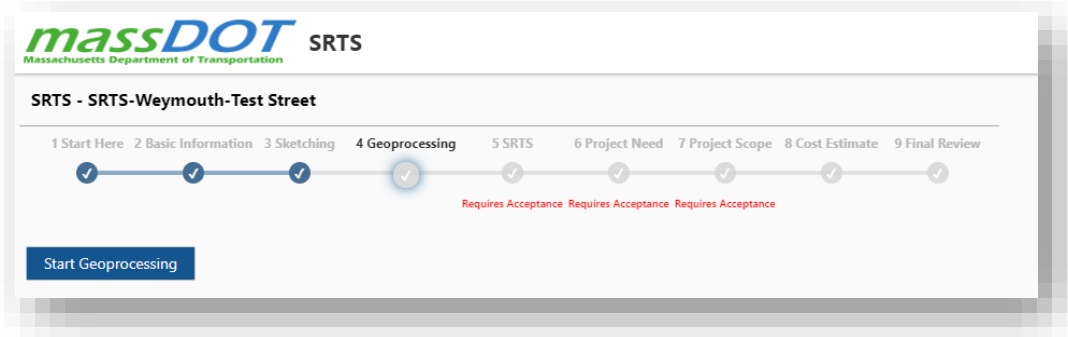
- 3a. Select the polygons drawing tool shown near the top of the screen.
- 3b. Draw a polygon around the project on the map showing the limits of the project. Use the left mouse click to add vertices and double click to finish. Please ensure that the project limits are mapped as closely to the project limits as possible. The polygon should ONLY encompass areas where infrastructure project work is intended to take place.
- 3c. Once the polygon is drawn, a window to “Select Routes” will appear displaying roads that intersect within the polygon. You can uncheck any roads you do not wish to include in this window. Click “Select” to continue. The project must be within two miles of a school with at least one grade kindergarten through twelfth. Click “Save & Next” to move to the next step.



Step 3: Example Steps of Sketching and Route Selection

4. Geoprocessing

- 4a. The only action required in step four is to click “Start Geoprocessing.” The application will automatically intersect the project sketch with the pre-configured layers that can be used during application review. Text will begin to appear beneath the “Start Geoprocessing” button. This process can take one to two minutes or longer, depending on your connection speed.
- 4b. Intersecting layers will be highlighted in yellow. When the geoprocessing is complete, the page will say “Succeeded” (along with the time it succeeded) along the bottom of the Geoprocessing window.
- 4c. Hit “Save & Next” once the geoprocessing is complete.



Step 4: Example of Geoprocessing

5. Program Specific Forms: Safe Routes to School Questions

Step five takes the user to the Safe Routes to School application questions. Provide all the required information and click “Submit for Acceptance” for sending the application to the evaluation committee. See detailed instructions for each question below.

a. School and Municipality Applicant Information (Questions 1-17)

School Applicant Information (Questions 1-9)

1. Name of Applicant School:

Provide the full name of the school for which the application is being submitted.

2. School Applicant Contact:

Provide a name of someone at the school that will be a point-of-contact for the project. This may be a school principal, another school administrator in a leadership role, or someone who has contact with an administrator at the school. This person may also be the main proponent of the project.

3. Title/Role:

Provide the complete title/role for the school contact.

4. Phone:

Provide a phone number of the school contact.

5. Email:

Provide an email address of the school contact.

6. Address:

Provide the school's address.

7. Address 2:

Use this space for any additional information about the address.

8. Town/City:

Provide the name of the town or city.

9. Zip Code:

Provide the zip code for the town or city.

Municipal Co-Applicant Information (Questions 10-17)

10. Municipal Applicant Contact:

The municipality must not only be aware of the proposed project but in support of it. Each application must be associated with a municipal government. Provide the name of the municipal co-applicant. This person should have decision-making authority for local projects and preferably work within a municipal department responsible for maintaining the municipality's infrastructure. Although the appropriate co-applicant will vary by municipality, the most successful SRTS projects have buy-in from the Department of Public Works and/or City or Town Engineering Department. For advice on who to list as the co-applicant, reach out to the City or Town's Department of Public Works, Engineering Department, or related

municipal department with similar roles and responsibilities. Other municipal offices and officials, such as the Board of Selectmen, Town Manager, Mayor's Office, or Planning Department, may be included on the application, but priority will be given to applications with support from municipal departments that are directly responsible for maintaining the municipality's infrastructure. If the proposed project is selected to advance, the municipal co-applicant will be contacted to ensure support of the project.

11. Title/Role:

Provide the title/role for municipal contact.

12. Phone:

Provide the phone number of this municipal contact.

13. Email:

Provide the email address of this municipal contact.

14. Address:

Provide the official address for this municipal contact.

15. Address 2:

Use this space for any additional information about the address.

16. Town/City:

Provide the name of the town or city.

17. Zip Code:

Provide the zip code for the town or city.

b. Part I - School Information (Questions 18-26)

18. Is the school designated Title I?

Title I Part A of the federal Elementary and Secondary Education Act provides financial assistance to districts and schools with high numbers or high percentages of children from low-income families to help ensure that all children meet challenging state academic standards. Visit the DOE "School and District Profiles" website <https://profiles.doe.mass.edu/general/generalstate.aspx?topNavID=1&leftNavId=100&orgcode=00000000&orgtypecode=0>, search for the school, and navigate to the "Accountability" tab. The Title I status is listed for that school.

19. What percent of students are considered "Economically Disadvantaged?"

"Economically Disadvantaged" is the "Low Income" percentage calculated based on a student's participation in one or more of the following state-administered programs: the Supplemental Nutrition Assistance Program (SNAP); the Transitional Assistance for Families with Dependent Children (TAFDC); the Department of Children and Families' (DCF) foster care program; and MassHealth (Medicaid). When visiting <https://profiles.doe.mass.edu/statereport/selectedpopulations.aspx> select "school" from the dropdown menu, click on your school name, and find the "low income" percentage associated with the school.

² Source: <https://profiles.doe.mass.edu/statereport/selectedpopulations.aspx>

20. Total enrollment.

Provide the total enrollment for the school. Reference [Massachusetts Department of Education enrollment database](#), if needed.

21. What grades are served by the school?

Mark all grades from K-12 that are served by the school.

22. Are there any plans for potential closure, relocation, or expansion of the school? Please explain.

Indicate any plans for school closure, relocation, or expansion.

23. Student distances to school. If unknown, please leave all the zeros in the chart.

Indicate the approximate number of students that live within each distance from the school. **This is now a REQUIRED component of the application. At a minimum, the application must include a student address map showing student origin locations in relation to the school and proposed project. The SRTS Program can help create this map for the school, but all requests must be received within the first seven business days of the application period. The school must provide a scrubbed list (no family/student names or identifying data) of student addresses for all students enrolled in the current year. If the school recently (within the last two years) conducted an SRTS Family Travel Survey, the accompanying map is sufficient to fulfill this requirement as long as survey participation is 25% or greater. A greater emphasis will be put on providing these deliverables to support data entered.**

24. Are any students bused within a mile of the school? If yes, please explain.

Provide information about busing of students within a mile of the school if students are bused. Explain if there is any hazard busing or if it is the general policy that all students are bused in the district.

25. Do school districts charge families a fee for bus transportation to/from school?

Indicate if the district charges a fee for bus service. If fee is charged, provide how much is charged and indicate if the fee is weekly, monthly, or yearly.

26. Provide number of students that take each mode of transportation TO and FROM school (on a typical day). Record comments on these numbers, if any. If unknown, please leave all the zeros in the chart.

Complete the table to show how many students currently and on a typical day take each mode of transportation TO school in the morning and FROM school in the afternoon. In the space provided below the tables, record comments on the numbers you entered, if any. **If the school recently (within the last two years) conducted an SRTS Family Travel Survey, please use “estimated” modal data to fill in the chart. The survey must have a minimum 25% completion rate in order to use this data. An SRTS Family Travel survey may be required again if the project is awarded. A greater emphasis will be put on providing these deliverables to support data entered.**

c. Part II - Facility Location and General Information (Questions 27-30)

27. Project Description

Provide a brief description of the project including road names and project limits (i.e., where the project is located), and length of project: Limit your response to 500 words. Do not write “see attached documents.” Your project description should be included in this text box.

Briefly note the identified issues that will be addressed by the improvements. Limit your response to 500 words. Check all the objectives that the proposed project seeks to achieve.

Sample Project Descriptions:

- **Crossing Improvements Near Smith Elementary School**
To increase the number of students walking to and from school, this project proposes crossing improvements at three key intersections for students approaching the Smith Elementary School. Proposed improvements include the addition of curb extensions and rapid flashing beacons at the A Street and B Street intersection; a pedestrian refuge island at the crossing from C Street to D Street; and sidewalk and crosswalk rehabilitation, curb bump-outs, and updated lighting at the E Street F Street intersection.

Proposed infrastructure projects are required to meet the requirements described in the MassDOT Engineering Directive E-20-001, “[Controlling Criteria and Design Justification Process for MassDOT Highway Division Projects](#)” AND the objectives of the Safe Routes to School Program. For example, all projects must evaluate and include accommodations for bicyclists and pedestrians to the maximum extent practicable. This typically includes sidewalks on BOTH sides of the street with a bike lane or a shared-use path that can accommodate bicyclists and pedestrians. Please note that painted share-the-road arrows (sharrows) do not qualify as a true bicycle facility under this directive. The improvements must connect to a complete street network with connections to the partner school. Please review this directive and ensure the project description and estimated project budget account for these requirements.

28. Is the proposed project on an existing walking and/or bicycling route(s)? Visit the [Potential for Everyday Biking](#) site and [Potential for Walkable Trips](#) site to gather and provide additional information in this application.

Indicate whether the proposed project is on an existing route(s) to school, including school- and community-led Walking School Bus (WSB) and Bike Trains.

29. How were the proposed project improvements identified (Walk Audit, Road Safety Audit, or other similar assessment at or near the school)?

Indicate whether the project improvements were identified through a previous assessment, such as a walk audit, Road Safety Audit, or other similar assessment at or near the school. If by other assessment, please describe.

30. Insert photographs (limit of 10) of the existing project area.

Photos (maximum of 10) should be provided to illustrate the current conditions, concerns, and barriers to safe walking and bicycling. At least one photo should be provided of the current conditions and may include street-level views as well as aerial photos. Uploads may also include illustrations/renderings of the proposed project but should be labeled clearly to indicate that the image is a rendering. The photos may be uploaded one at a time by clicking “Choose File”. Photos should be in PNG or JPEG formats. Please label photos with the school applicant’s name and general location.

d. Part III – Identification of Problem, Need, or Opportunity (Questions 31-40)

31. Project Objectives

Select any objectives that apply to the proposed project.

32. Indicate existing issues or deficiencies in the project study area impacting walking and biking safety and mobility. Check all that apply and provide supporting documentation and/or narrative. Explain how the project might alleviate these issues. Visit [MassDOT's Impact Portal](https://apps.impact.dot.state.ma.us/cdp/dashboard-list/12) to gather and provide additional information in this application.

- **A history of crashes, particularly involving pedestrians and/or bicyclists.**
Explain any pedestrian and/or bicyclists crashes in the project area. Provide information on the most frequent sources of the injury to pedestrians and/or bicyclists, such as hit by car, tripped on a sidewalk, fell on a roadway, crashed or collided, sidewalk/roadway not in a good repair, etc. Consult local police reports as appropriate to get this information. MassDOT's interactive crash map may also be helpful and can be found here: <https://apps.impact.dot.state.ma.us/cdp/dashboard-list/12>.
- **Speeding issues in the project area.**
Identify the speeding issues in the project area, if any. Explain how speeding issues were identified, for example, speed surveys. Identify major factors contributing to speeding issues in the project area.
- **Lack of safe crossing(s) (unmarked midblock crossing, long crossing distances or poor yielding compliance at existing crossings), poor/no lighting.**
Identify the roadways/areas with lack of safe crossing(s), if any. Examples include lack of in-street pedestrian crossing signs, advanced pedestrians sign and yield (stop) line, pedestrian refuge island in long crossing distances, or pedestrian hybrid beacons (PHBs).
- **Lack of sidewalks or other pedestrian facilities.**
Explain if there is lack of sidewalks or other pedestrian facilities, including walkways, pathways, curb ramps, shared use paths, crosswalks, signals, and signs in the project area.
- **Lack of bicycle infrastructure and facilities.**
Indicate lack of bicycle infrastructure such as the lack of, or overly narrow bicycle lanes, lack of clear signage, no buffer zone between bike lane and roadway, poor lighting, discontinued bike lane or bike paths, narrow outside lanes or roadway shoulders, and lack of pavement markings. Indicate if there is a lack of both on-street and off-street bicycle parking facilities, including bicycle racks, lockers, and covered shelters.
- **Frequent or potential areas where pedestrians and bicyclists experience conflicts with motor vehicles.**
Describe any areas where conflicts occur. An example of this could be places that experience a high volume of turning vehicles, unsatisfactory intersection geometry, poor visibility, poorly designed bike lanes, midblock crossings where conflicts occur due to speeding vehicles, lack of pedestrian crossings or crossing signs, or poor lighting.
- **Issues with sight distance for motorists and pedestrian/bicycle visibility.**
Indicate issues such as light poles, landscaping (vegetation overhanging into sidewalk, trees blocking the view of traffic signals), parking spaces near crosswalks, debris

accumulation and other features that might obstruct the sight distance (the length of roadway visible to driver) for pedestrian/bicycle visibility.

- **Need upgraded facilities to make routes accessible and ADA compliant.**
Identify streets, intersections, sidewalks, or bike lanes/paths that need upgrades to make them accessible. Identify specific facilities that are needed, including curb ramps with detectable warning surface panels, accessible pedestrian signals for people who are visually impaired and/or have hearing disabilities, or visible pavement markings.
- **Other.**
Indicate any other existing issues or deficiencies in the project area not covered above.

33. Does the project have community support? If so, explain. (You will have the opportunity to upload supporting documents below in Question 40.)

Explain any community support that project has received. Explain if there are any documents, newspaper clippings, or letters of support from local officials or members of the community which demonstrate support. If the proposed project is not on school property or if it is on public right-of-way owned by others, then explain whether the owner supports the project. **Providing letters of support is highly encouraged as it will strengthen your application (see scoring rubric on page 21).**

34. Do initiatives or committees exist that support SRTS in the community? If so, explain.

Provide a list of existing initiatives or activities that support the SRTS Program in the community including Walk and Bike to School Days, Walking School Buses, Pedestrian or Bike Safety Programs, Bike Trains, etc. State whether the school benefiting from the proposed project has a written policy to support walking and bicycling to school. Provide a list of the committees that support SRTS Program in the community. Explain if there are letters of support for the SRTS Program from the municipality or community organizations.

35. Is the project(s) identified in an adopted plan or other formal document? If so, explain.

Explain if the project has been included in an adopted plan or other formal document such as a municipality's Master Plan or Comprehensive Plan, Bicycle and Pedestrian Plan, state or regional Long Range Transportation Plan (LRTP), Transportation Improvement Plan (TIP), State Transportation Improvement Plan (STIP), Unified Planning Work Program (UPWP), or Capital Investment Plan (CIP). Provide the name of the plans or documents. This helps reviewers understand the history and context of a proposed project while also providing information on local support for the project.

36. Is the proposed project part of a larger project planned at or near the school? If yes, what other improvements are planned?

Provide the name of the larger project at or near the school that the proposed project is part of. Indicate what additional improvements will be achieved by the larger project and explain how these improvements will be coordinated with the proposed project.

37. Have current design plans been developed for the proposed project? If so, please indicate the design phase (%) and attach to this application.

Please indicate if you have applied for funding for this project or if a portion of the project is already funded. Indicate whether current design plans have been developed for the project and if so, provide the design phase (%) and attach the design plan to this application. All SRTS project designs must be consistent with these documents:

- American Association of State Highway and Transportation Officials (AASHTO) [Guide for the Planning Design, and Operation of Pedestrian Facilities](#), AASHTO [Guide for the Development of Bicycle Facilities](#) (current edition),
- FHWA's [Manual on Uniform Traffic Control Devices](#) (current edition),
- [Massachusetts Amendments to the 2009 Manual on Uniform Traffic Control Devices and the Standard Municipal Traffic Code](#), and
- Chapters 3, 5, 6 and 11 of MassDOT's 2006 [Project Development and Design Guide](#).
- [MassDOT Separated Bike Lane Planning & Design Guide](#)

38. A cost estimate is required for the proposed project. Please provide the overall budget and identify the major budget components of this specific project. Attach the estimated budget (in PDF) below in Question 40.

Develop a cost estimate for the proposed project then provide the budget and a detailed cost breakdown of all the components, including cost estimates of the materials and tasks needed to accomplish the project. Remember, costs incurred prior to FHWA project authorization are not eligible for reimbursement. You can use the project cost estimates in the previous chapter as a guide.

39. Are any other infrastructure improvements planned at or near the school by MassDOT or the local municipality or school district or another entity? If so, explain.

Explain any infrastructure improvements that are planned or currently under construction. Describe whether the project or projects will improve walking and bicycling to school or if they will provide new facilities. Provide information on when these projects are anticipated to be completed.

40. Insert documents (limit 10) for the existing project area.

Upload all supporting documents required or recommended for this application such as:

- a. SRTS student radius map
- b. SRTS family travel survey]
- c. Complete Streets Plan
- d. SRTS Walk Assessment Report
- e. SRTS Arrival/Dismissal Report
- f. Letters of Support
- g. Plans/Formal Documents
- h. Design Plans
- i. Cost Estimates

The documents may be uploaded one at a time by clicking "Choose File".

Once all questions are answered, click "Submit for Acceptance." Make sure you have submitted everything before you click the button as you will not be able to make changes once it is submitted. You will receive an email confirmation from MassDOT as a receipt of your application.

*From: DOT GIS Services <DOT.GISServices@dot.state.ma.us>
Sent: Tuesday, October 14, 2025, 2:39 PM
To: Engineering@MAMunicipality.org
Subject: Project Intake Tool Notification – SRTS Submitted*

Notification of application submitted:

Your application for Massachusetts Safe Routes to School (SRTS) infrastructure project funding has been successfully submitted. Your application is now under review. If there are questions regarding your application, a member of the SRTS Program Team will be in touch via email or phone. Successful applicants will be invited to continue on to the next step of the application process. You will receive an email when a decision has been made regarding your application.

If you have questions, please contact MassDOTSRTS@dot.state.ma.us

Thank you, Massachusetts SRTS Team

Example Email confirming Application Submission and Review

After the application period closes, all applications will be reviewed by the SRTS Project Selection Committee. For more information about the review process and the Project Selection Committee, see the next chapter. Once reviewed, selected applicants will be shortlisted, notified, and advance to the next phase. Before projects are officially selected, a preliminary site visit to assess the viability of the project will be completed (either desktop review or in-person). Once MassDOT has completed all site visits, the official list of projects will be determined and will move on to steps six and seven. If a project is not selected during this year's solicitation, it can be resubmitted during the next application period. Applications are automatically saved in MaPIT for future use.

6. Project Need (PNF)

The Project Need Form (PNF) is a MaPIT form used for state and federally funded projects across the Commonwealth. The PNF provides preliminary information about the proposed project in order to have the project programmed into the State Transportation Improvement Plan (STIP). Only the projects selected by the SRTS Project Selection Committee are invited to complete the PNF. The local municipality is responsible for filling out the PNF. SRTS staff will contact the municipality and provide assistance in completing this step as necessary. No further action is required by the applicant school at this stage, but the applicant may be contacted for support.

7. Project Scope (PS)

After the PNF is accepted, projects proceed to the Project Scope (PS). Just as with the PNF, the municipality is responsible for completing this step. A member of the SRTS staff will assist the municipality as needed. The applicant school may be contacted during this step, but no action by the applicant school is required. Once complete, the PS is sent for final approval by the MassDOT Project Review Committee (PRC). After official approval, the project is entered into MassDOT's project tracking system (ProjectInfo) and the school and municipalities are notified of the design and construction schedule. Please note that after approval and migration to ProjectInfo, the project will no longer appear in MaPIT.

8. Timelines

Shown below is an approximate timeline for the 2025-2026 Infrastructure Grant cycle:

Massachusetts Safe Routes to School
Infrastructure Application

| SRTS Infrastructure Tasks | Due Dates/Approximate Dates |
|---|------------------------------|
| Launch Infrastructure Grant via Webinar and Press Release | Wednesday, September 3, 2025 |
| Applications are due | Friday, October 17, 2025 |
| Team exports applications and prepares them for review (and completes desktop background review of application project locations) | October/November, 2025 |
| Selection panel is convened, and projects are shortlisted | Thursday, November 20, 2025 |
| Site Visit to assess viability of the project | December 2025 |
| The team reviews available design concepts or previous studies for the project area | December 2024/January 2026 |
| The team prepares a high-level memo of findings | January/February 2026 |
| MassDOT assesses findings | February 2026 |
| MassDOT officially selects projects | February/March 2026 |
| Kick-off meetings are scheduled | March/April 2026 |
| Conceptual Design & Cost Estimates are evaluated, or a Needs Memo is created | April/May 2026 |
| Work with municipalities to update the Project Need Form (PNF) and Project Scope (PS) | May/June 2026 |

| Year One/Two* | Year Two/Three* | Year Four/Five* | Year Five/Six* |
|---|--|---|--|
| <ul style="list-style-type: none"> •Project Selection •Conceptual Design (AECOM) •MassDOT Project Review Committee (PRC) Approval •MassDOT assigns a Project Manager •MassDOT assigns a design/engineering firm •SRTS team conducts a pre-construction family travel survey (if one wasn't already completed) | <ul style="list-style-type: none"> •Pre-25%/75% Design •Design Public Hearings •Municipal Approval •MassDOT issues ROW Certificate | <ul style="list-style-type: none"> •100% Design •Project Advertisement •SRTS team prepares temporary Arrival/Dismissal plan for school during construction (if needed) •Construction begins | <ul style="list-style-type: none"> •Construction ends •Ribbon-cutting at the new project (coordinated by SRTS) •SRTS team conducts a post-construction family travel survey |

**Years may shift based on progress*

IV. APPLICATION EVALUATION

After the application period closes, the SRTS Project Selection Committee will review submitted applications. The Project Selection Committee is comprised of MassDOT staff from various divisions and geographies, and we make every effort to ensure geographic, gender, and racial diversity on the panel. As a part of their review, the Project Selection Committee will score each application. A summary of the scoring rubric is shown below. Following the scoring, the Project Selection Committee will discuss and select the projects that will advance to the next phase. The next phase includes a potential in-person site visit or desktop review of the project location. It is anticipated that the application review will take approximately one month, but this may vary depending on the number of applications received. All applicants will be notified of the status of their application once a decision has been made.

Infrastructure Project Funding Application Scoring Summary

| Question | | | |
|----------|--|--|-----|
| N/A | Safe Routes to School Partnership The school applying has been an SRTS partner for at least six months | If the school has not been a Safe Routes to School partner for a minimum of six months, the application will not advance. | N/A |
| N/A | Complete Streets The municipality applying is a minimum Tier 2 Complete Streets Community | If the municipality does not already have an approved Complete Streets policy and prioritization plan, the application will not advance. | N/A |
| N/A | MBTA Communities Act Municipalities considered an MBTA Community must be in compliance with the MBTA Communities Act | If the municipality is considered an MBTA Community and is noncompliant with the MBTA Communities Act, the application will not advance. | N/A |
| N/A | Previously Awarded Communities Municipalities that have already received funding for a previous SRTS project cannot reapply until the previous project is set to advertise in the application year | If the municipality has been awarded a Safe Routes to School project within the last 4-5 years and the project has not yet set to advertise or been completed, the application will not advance. | N/A |

| Question Number | Criterion | Sub-Criterion | Maximum Points |
|-----------------------------------|---|--|-----------------------------|
| Part I: School Information | | | |
| 18 | Title I Score based on the school's Title I. Title I, much like Title VI, may be an indicator of social equity. | If the school or schools are not Title I, no points are provided. (maximum 4 points) | 22 points (questions 18-23) |

Massachusetts Safe Routes to School
Infrastructure Application

| Question Number | Criterion | Sub-Criterion | Maximum Points |
|--|--|--|-----------------------------|
| 19 | Economically Disadvantaged³ Calculated based on a student's participation in one or more of the following state-administered programs: the Supplemental Nutrition Assistance Program (SNAP); the Transitional Assistance for Families with Dependent Children (TAFDC); the Department of Children and Families' (DCF) foster care program; and MassHealth (Medicaid). This is also called the "Low Income" score. | The average percentage for MA schools in 2024-2025 (most recent data available at time application was developed) is 42.1%. ⁴ (maximum 6 points) | |
| 20 | Student Enrollment/Population Information Score based on how many students might be likely to utilize improvements. | Average student population for schools in Massachusetts is approximately 500 students. If less than 300, no points are provided. (maximum 4 points) | |
| 21 | School Grades Served Applicant schools must serve a grade K-12. If not, the project cannot be advanced. | Not scored. For reference only. | |
| 22 | School Site Stability Score based on plans for closure, relocation, or expansion of the school. | If there are plans to close or relocate the school, the project will not be advanced. (maximum 4 points) | |
| 23 | Student Proximity to the School Score based on percent of students that live within 2 miles of the school, who are most likely to use the proposed project to get to school. The numbers entered in the application must be commensurate with the attached student radius map and/or family travel survey map. | If less than 5% of students live within 2 miles of the school, no points are provided. If you do NOT attach a student radius map and/or family travel survey map, no points are provided. (maximum 4 points) | |
| 24 | Busing Score based on the school's busing choices and policies. | Hazard Busing Students may be bused due to hazards that make it unsafe to walk or bike to school. The proposed project may address these hazards. (maximum 2 points) | 10 points (questions 24-26) |
| 25 | | Busing Fees Not scored. For reference only. | |
| 26 | Student Transportation Modes Score based on whether there are already higher numbers of students that walk and/or ride bicycles to/from school, based on percentages. More students walking and/or riding bicycles may necessitate safety improvements. | If less than 5% of students walk and/or ride a bicycle to school, no points are provided. (maximum 8 points) | |
| Part II: Facility Location and General Information | | | |
| 27 | Facility Location and Project Information Score based on general information about | Project Description Scored based on how well the project is described, the overall feasibility of the | 18 points (questions 27-30) |

³ Source: <https://profiles.doe.mass.edu/statereport/selectedpopulations.aspx>

⁴ Source: <https://profiles.doe.mass.edu/statereport/selectedpopulations.aspx>

| Question Number | Criterion | Sub-Criterion | Maximum Points |
|--|---|---|-----------------------------|
| | the project provided in the application. | project, and the how the project scope relates to SRTS. (maximum 6 points) | |
| 28 | | Existing Walk and/or Bike Routes This indicates if the project will benefit students that currently walk and will improve safety for those students. (maximum 6 points) | |
| 29 | | Assessment/Study/Plan No points are provided if no assessment or study/planning was conducted. (maximum 6 points) | |
| 30 | | Photographs of Existing Infrastructure Not scored. For reference only. | |
| Part III: Identification of Problem, Need or Opportunity | | | |
| 31 | Project Objectives | Not scored. For reference only. | 21 points (questions 31-36) |
| 32 | Existing Issues Score based on whether applicant clearly states existing issues and demonstrates how project might alleviate or solve them. | No points are awarded if no information is provided for this question. (maximum 7 points) | |
| 33-34 | Community Support for the Project Score based on whether the applicant demonstrates support from the community for the proposed project. | If minimal or no community support is described, no points are provided. (maximum 7 points) | |
| 35-36 | Plan or Formal Document Reference Score based on the project's inclusion in a planning document or in a larger project. | No points are provided if the project is not included in any planning document or larger project. (maximum 7 points) | |
| 37-38 | Design Plans and/or Cost Estimate No existing designs are required, and they are not part of the score. If you do have an existing design, please indicate attach the plans in question 40. A simple cost estimate is required and must be attached in question 40. | If no cost estimate has been completed, no points are awarded. (maximum 7 points) | 13 points (questions 37-39) |
| 39 | Other Infrastructure Plans Impact Score based on whether there are any other transportation infrastructure improvements planned at or near the project location that may positively or negatively impact the project. | If there are other projects near the impact, points are provided. If there are no nearby projects, zero points are provided. If there are planned projects that may have a negative impact, points are deducted. (maximum 6 points) | |
| SRTS Program Involvement (not a part of the MaPIT application) | | | |
| | School SRTS Involvement Score based on level of involvement in Safe Routes to School non-infrastructure activities. If the applicant school has not been a SRTS Partner for at least 6 months as of the start of the application period, the project cannot advance. Demonstrated | Partner Length Schools that have been SRTS partners for longer periods of time show dedication to creating safe routes for children. (maximum 8 points) | 16 points |
| | | SRTS Partner Level Partner level is determined by SRTS | |

| Question Number | Criterion | Sub-Criterion | Maximum Points |
|---|--|---|----------------|
| | commitment to the SRTS Program is important. | Program staff depending on the level of commitment to program. Partnership spans Basic - Gold. (maximum 8 points) | |
| Additional Equity Indicators (not a part of the MaPIT application) | | | |
| | Additional Equity Indicators Score based on additional measure of equity not captured in the online application. | Environmental Justice (EJ) Population⁵ In Massachusetts, an environmental justice population is a neighborhood where one or more of the following criteria are true: <ul style="list-style-type: none"> the annual median household income is 65 percent or less of the statewide annual median household income minorities make up 40 percent or more of the population 25 percent or more of households identify as speaking English less than "very well" minorities make up 25 percent or more of the population and the annual median household income of the municipality in which the neighborhood is located does not exceed 150 percent of the statewide annual median household income. (5 points awarded for EJ population) | 5 points |
| Question Number | Criterion | Sub-Criterion | Maximum Points |
| | Additional Equity Indicators Score based on additional measure of equity not captured in the online application. | Average School Attendance Rate⁶ In the 2024-2025 School Year (March), the average attendance rate for MA public schools was 93.2%. Schools with lower average attendance receive more points. (maximum 5 points) | 10 points |
| | | Students with Disabilities⁷ Indicates the percent of enrollment who have an Individualized Education Program (IEP). In 2024-2025, the average enrollment for students with disabilities was 20.6%. Schools with a higher percentage receive more points. (maximum 5 points) | |

⁵ <https://www.mass.gov/info-details/environmental-justice-populations-in-massachusetts>

⁶ <https://profiles.doe.mass.edu/statereport/attendance.aspx>

⁷ <https://profiles.doe.mass.edu/statereport/selectedpopulations.aspx>

Maximum total points that can be awarded in Phase I are 115. Phase II is based on an in-person site visit and/or desktop review of the project area. Phase II will look at project viability based on federal Safe Routes to School Federal Requirements and Massachusetts's project goals and engineering directives.