

One-on-One Pre-Application Meeting

Program Goals:

- Project will enable and encourage children, including those with disabilities, to walk and bicycle to school.
- Project will make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy, active lifestyle from an early age.
- Project will facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
- Project cost is greater than \$350,000. The project would have difficulty securing funds through other NJDOT grant programs.
- Project will be authorized within two years of grant notification. The project is ready for the FY 2029 Construction authorization.

Eligible Activities:

- ☐ **1. Bikeways:** Design and construction of on-street bike lanes, off-road bike paths, bike route, bicycle parking, etc.
- ☐ **2. Pedestrian Safety:** Design and construction of sidewalks, ADA curb ramps, crosswalks, pedestrian crossing signs, pedestrian push-buttons/signal heads, etc.
- ☐ **3. Pedestrian Safety/Bikeways:** School zone delineation, driver feedback signs, traffic calming, etc.

Project Selection Criteria:

Each application will be reviewed on-site by NJDOT staff and evaluated using established program criteria and a 25-point rating system. Each project will be assessed based solely on the content of the application, attachments, and site visit.

The following is taken into consideration during the review of each application:

- ☐ **1. Does the project and application meet the program requirements?**
 - Submitted by a valid recipient.
 - Includes the required one-on-one pre-application meeting date.
 - Includes a board approved resolution of support from the applicant and/or Municipal. ***Must refer to the project for which funds are being sought, must be dated within one year of the application solicitation letter date (November 13, 2026) and must show evidence of adoption by board action and/or Municipal.***
 - Includes letter(s) or resolution(s) of support from the targeted school.
 - Includes letter(s) or signed resolution(s) of support from the owner of the public right-of-way.
 - Includes a signed letter of support or board approved resolution from the party responsible for maintenance of the project (*This can be combined in the resolution for the application listed above*).
 - Provides the name, title and employer of the LPA employee in responsible charge of the project (*cannot be a consultant*).

- Project is within two miles of a K-12 school.
 - Includes 6 or fewer locations.
 - Includes one of the three eligible activities.
- ☐ 2. Is any part of the project location located within the [High Injury Network](#) as designated by the Target Zero Commission?
- ☐ 3. Is the project located within a Schools Development Authority (SDA) District?
- [View the listings of SDA Districts](#)
- ☐ 4. Is the project located within an Opportunity Zone or Targeted Urban Municipalities (TUMS) list?
- [View the 2020 TUMS List](#)
 - [Learn more about Opportunity Zones](#)
- ☐ 5. Has the LPA demonstrated a commitment to walking and bicycling through implementation of SRTS events and programs at least at the Bronze level for the past two years?
- ☐ 6. Has the school or district participated in the NJ SRTS program at least at the Bronze level for the past two years?
- ☐ 7. Is the proposed project an element of a completed School Travel Plan?
- ☐ 8. Are the school(s) benefitting from the proposed project have a written policy supporting walking and bicycling to school, including a School Wellness Policy or the municipality in which the project is proposed has adopted a Complete Streets Policy?
- ☐ 9. Will a railroad crossing or highway ramp crossing be improved as part of the project?
- ☐ 10. Does the application include a realistic project schedule, including milestones, from implementation through post project evaluation?
- ☐ 11. Has the LPA provided reasonable assurance that the project will receive federal authorization within two years of the SRTS grant announcement date?
- ☐ 12. Has the LPA authorized previous federal-aid projects within the allotted timeframe?
- ☐ 13. Has the LPA demonstrated a commitment to walking and bicycling through events and programs like Walk and Bike to School Days, bicycle rodeos, walking audits, etc.?
- ☐ 14. Has the LPA previously constructed projects within the last five years to improve conditions for bicycling and walking?
- ☐ 15. Does the school or municipality already conduct any activities that promote walking and/or bicycling?
- ☐ 16. Does the proposed project connect to an existing local or regional bicycle or pedestrian network?
- ☐ 17. Does the application clearly and accurately describe the problem(s)?
- ☐ 18. Has the LPA employed quality data sources to document the problem(s) including crash reports, photographs, maps, survey results, health statistics, crime reports, etc.?

- ☐ **19.** Does the project, as described, address the problem(s) identified?
- ☐ **20.** Does the project, as described, have the potential to make walking or cycling to school safer adjacent to a school or along a critical corridor that serves the majority of a school community?
- ☐ **21.** Does the project, as described, have the potential to increase the number of students walking or bicycling to school?
- ☐ **22.** Does the application include appropriate evaluation measures that will be employed to measure results, including a way to measure success in the project schedule?
- ☐ **23.** Does the application include a detailed construction cost estimate?
- ☐ **24.** Does the application contain letters that indicate community support from those other than the applicant and local elected officials?

FHWA Safety Countermeasures Considerations:

FHWA's Proven Safety Countermeasures (PSCs) is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on the nation's highways. Projects are strongly encouraged to consider implementation of PSCs to accelerate the achievement of safety goals in relation to SRTS. Countermeasures are separated into four categories: pedestrian, roadway departure, intersections, and crosscutting. For detailed descriptions of each countermeasure, visit the [FHWA Proven Safety Countermeasures page](#).