

[Transportation Alternatives - Minnesota Department of Transportation](#)

Overview : The [Transportation Alternatives Solicitation](#) replaces the funding from historical programs including Transportation Enhancements, [Scenic Byways](#), [Safe Routes to School](#), and several other discretionary programs with a competitive program to be developed by states.

The Commission has traditionally provided letters of support for projects that benefit the byway, byway travelers and or intrinsic resources for the Greater Minnesota Transportation Alternatives Program. This does not include the separate solicitation Met Council manages.

When: The recent projects the Commission considered were for the 2025/2026 Solicitation for funding in year 2030.

What:

1. TA as defined in section 101 [former 23 U.S.C. 101(a)(29)]:

The term “Transportation Alternatives” means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation:

- Construction, planning, and design 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, planning, and design 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:*

- i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of historic transportation facilities;
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
 - o Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - i. 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
 - ii. 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)).
- 2. The [recreational trails program](#) under 23 U.S.C. 206 of title 23.
- 3. The [scenic byways program](#) under U.S.C. 162 of title 23.
- 4. The [safe routes to school program](#) eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
 - o Infrastructure-related projects.
 - o Non-infrastructure-related activities.
 - o SRTS coordinator. SAFETEA-LU section 1404(f)(2)(A) lists “managers of safe routes to school programs” as eligible under the non-` infrastructure projects.
- 5. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
 - o See [Boulevards from Divided Highways](#) for examples.

Local match: For all projects, including SRTS projects, funded with TA funds, the federal share is the same as for the general federal-aid highway program: 80 percent Federal and 20 percent State or local match subject to the [sliding scale adjustment](#). (23 U.S.C. 120)

Who: Starting with the 2025-2026 application cycle, all aspects of the application process will be managed by the ATPs, and no longer centrally by MnDOT.

When: Going forward, each ATP solicitation schedule may vary, but in general the current solicitation schedule is –

2025-2026 Solicitation timeline

- Monday, Oct. 6, 2025 – Announce solicitation; Open LOI period
- Friday, Oct. 31, 2025 – Deadline for applicants to submit LOI
- Monday, Nov. 3, 2025 – LOIs review process by RDO/MPO/MnDOT Districts begins
- Wednesday, Nov. 26, 2025 – Deadline for RDO/MPO/MnDOT District review of LOIs and recommendation to proceed with full application given to applicants
- Monday, Dec. 1, 2025 – Official start of full application period
- Friday, Jan. 9, 2026 – Deadline for applicants to submit full applications
- Monday, Mar. 30, 2026 – Deadline for ATPs to select projects; Deadline for MPOs to select CRP projects