

Ponderosa Elementary School

School Setting

**Address:**

295 Ponderosa Road

**City:**

South San Francisco

**School District:**

South San Francisco
Unified School District

**School Day Start:**

8:25 AM

**School Day End:**

2:45 PM

**Attendance:**

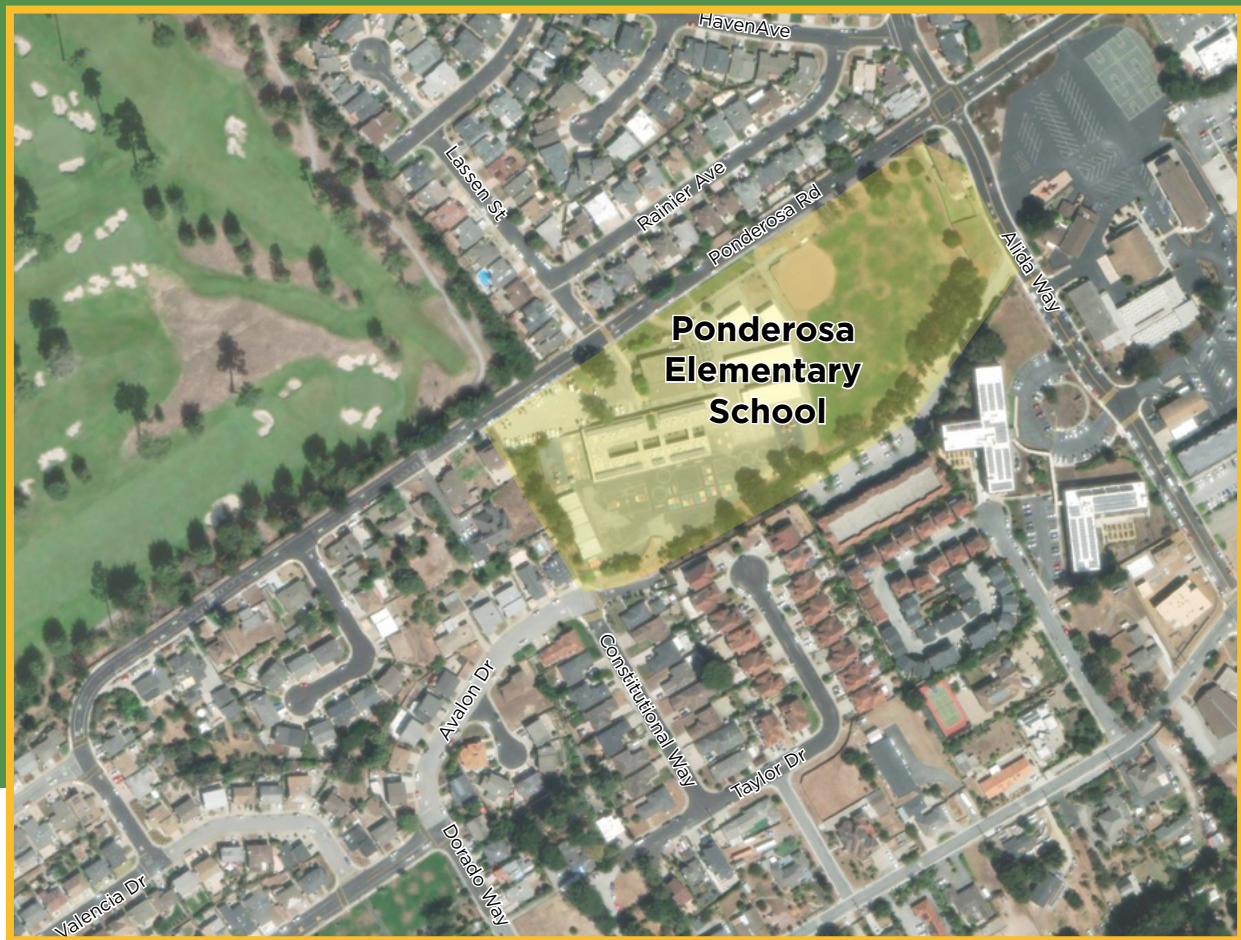
(2022-23): 351

**Grade Range:**

K - 5

**School Walk
Audit Date:**

April 12, 2023



Map I. School Area Map

School Walk Audit Process

Walk Audit Process

San Mateo County Office of Education (SMCOE) staff worked with school administrators to schedule the walk audit and distribute information to school families and stakeholders. Once the walk audit was scheduled, the project team completed an existing conditions analysis and prepared walk audit materials.

A walk audit was conducted at Ponderosa Elementary School in South San Francisco during the morning arrival on April 12, 2023. Walk audit participants identified important locations to observe near the school, made observations during the morning arrival period, and reconvened to discuss their observations and identify challenges related to traffic circulation near the school.

After the walk audit, an interactive webmap provided another opportunity for the wider school community to identify challenges and opportunities related to walking and biking routes and specific locations.

Walk Audit Attendees

The assessment was attended by representatives from the City of South San Francisco, San Mateo County Office of Education (SMCOE) staff, and Ponderosa Elementary staff and parents.

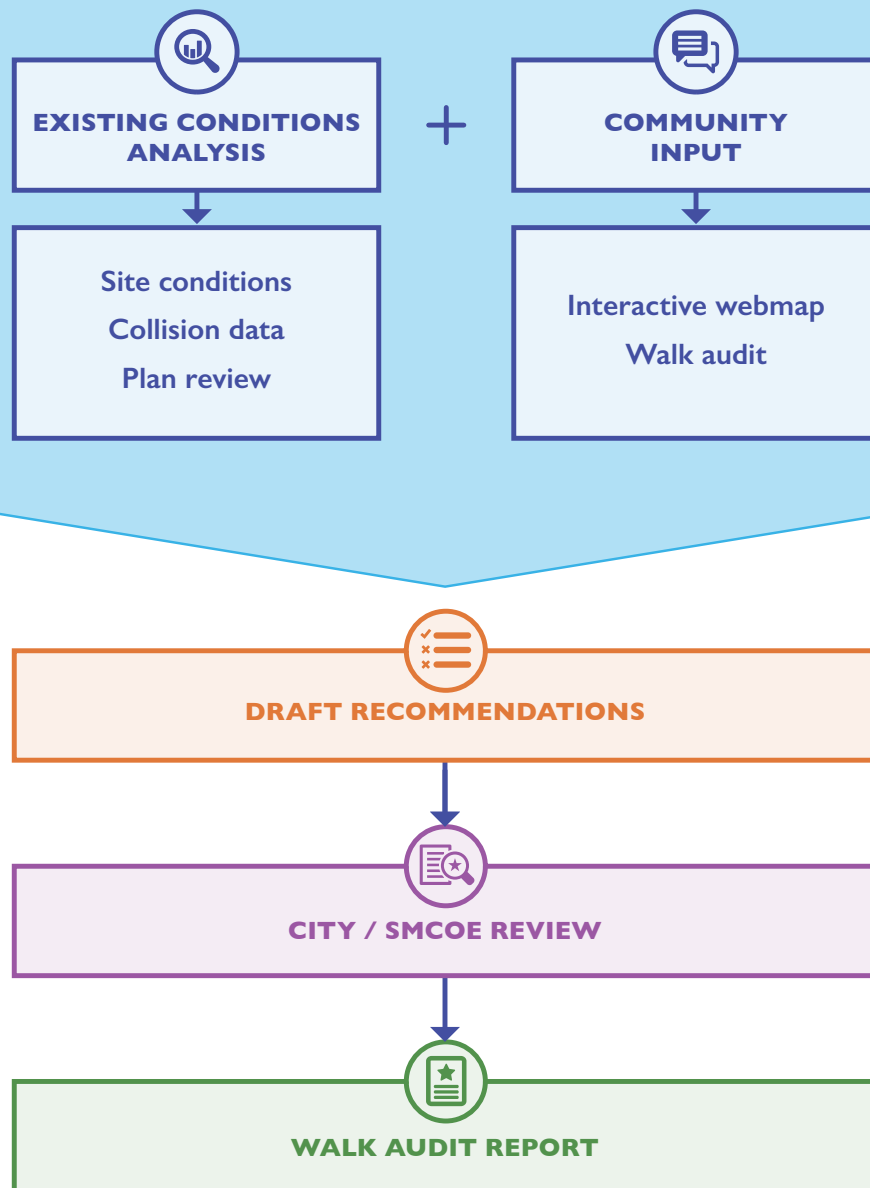
Participants included:

- ▶ Chris Espiritu, Senior Planner, City of South San Francisco Planning Division
- ▶ Angel Torres, Senior Civil Engineer, City of South San Francisco Engineering Division
- ▶ Patrick Gilster, Director of Planning and Fund Management, San Mateo County Transportation Authority
- ▶ Julie Erskine, Principal, Ponderosa Elementary School
- ▶ Ted O, Assistant Superintendent, South San Francisco Unified School District
- ▶ Nina Garde, SRTS Coordinator, San Mateo County Office of Education
- ▶ Theresa Vallez-Kelly, SRTS Coordinator, San Manteo County Office of Education
- ▶ Ben Frazier, Planner, Alta Planning + Design
- ▶ Joe Paull, Engineer, Alta Planning + Design
- ▶ Charlie Simpson, Planner, Alta Planning + Design
- ▶ Jesús Contreras, Planner, Alta Planning + Design

Recommendation Development Process

The walk audit observations, combined with the existing conditions analysis and community input, directly inform the infrastructure and non-infrastructure recommendations.

The recommendation development process is outlined below:



Community Input

Summary of Walk Audit Engagement Methods and Participant Comments

Engagement Methods

Community engagement methods included the walk audit and the interactive webmap. Parents/caregivers, school staff, students, and community members provided observations and comments during and after the walk audit and through the interactive webmap.

Summary of Walk Audit Comments

- ▶ Drivers are speeding down the hill on Ponderosa Road.
- ▶ Many people cross mid-block across Ponderosa Road.
- ▶ The drop-off curb on Ponderosa Road east of Lassen Street is too short for the number of drivers needing to access it, leading to a back-up of vehicles west on Ponderosa Road and north on Lassen Street.
- ▶ Many caregivers drop off students at the school entrance on Avalon Drive and Constitution Way and the congestion creates a vehicle back-up on both streets. Some drivers make U-turns or three-point-turns to exit back out on Avalon Drive or Constitution Way which further backs up traffic at the intersection.
- ▶ Drivers fail to come to a complete stop at the all-way stop-controlled Ponderosa Road/Alida Way intersection.
- ▶ Drivers are perceived to be speeding on Ponderosa Road.

Primary Challenges and Opportunities

Challenges

- ▶ Aggressive Driving Behavior (i.e. perceived speeding, dangerous turning movements, failure to yield to pedestrians and fully stop at stop signs), especially along Ponderosa Road.
- ▶ Motor vehicle congestion near the loading zone

Opportunities

- ▶ School location is not on a major roadway
- ▶ The school has two access points, which distributes traffic and reduces travel time
- ▶ A crossing guard is located at Ponderosa Road and Lassen Street

Existing Conditions

Collision Data

Collision Data Overview

Collision data is drawn from the Transportation Injury Mapping System (TIMS), which pulls data from the Statewide Integrated Traffic Records System (SWITRS), a California State database that contains information on reported collision attributes and locations. The data includes collisions from the most recent five-year period, from 2018-2022. Collision characteristics are shown in **Table 1** below.

Collision Data Summary

Ponderosa Road and Country Club Drive are both identified as a Youth-Based High-Injury Corridor by the San Mateo County Safe Routes

to School High Injury Network Report (2022). Ponderosa Road fronts the school and Country Club Drive is two blocks south of the school. Between 2018 and 2022, 6 collisions occurred within a ¼-½ mile radius of the school. One pedestrian-involved collision occurred within a ¼ mile radius of the school campus on Rainier Avenue east of Lassen Street (**Map 2**). El Camino Real, which is 1,000 feet east of the school, is also a Youth-Based High-Injury Corridor. One fatal collision involving a pedestrian occurred on El Camino Real north of West Orange Ave. Additionally, three of the seven collisions that occurred within a ½ mile radius of the school took place on El Camino Real.

Table 1. Pedestrian and Bicycle-Involved Collisions

| RADIUS FROM SCHOOL | TOTAL COLLISIONS | FATAL COLLISIONS | SEVERE INJURY COLLISIONS | VISIBLE INJURY COLLISIONS | COMPLAINT OF PAIN COLLISIONS | PEDESTRIAN COLLISIONS | BICYCLE COLLISIONS |
|--------------------|------------------|------------------|--------------------------|---------------------------|------------------------------|-----------------------|--------------------|
| <1/4 Miles | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 1/4 - 1/2 Mile | 6 | 1 | 0 | 3 | 2 | 4 | 2 |
| Total | 7 | 1 | 0 | 4 | 2 | 5 | 2 |

Source: UC Berkeley - Transportation Injury Mapping System, Safe Transportation Research and Education Center, University of California, Berkeley, 2023.

Map 2. Collision Map



Plan Review

Summary of Relevant Plans

The San Mateo County Safe Routes to School High Injury Network Report (2022) identified Ponderosa Road, which fronts the school, as part of the Youth-Based-High-Injury-Network. Ponderosa Road in front of the school is located in unincorporated San Mateo County and is a County-maintained roadway. To improve road safety, the City of South San Francisco has adopted the Active South City Plan (2022) and Local Road Safety Plan (2022) to identify bicycle and pedestrian improvements around the city. Specific to Ponderosa Elementary, the Active

South City Plan recommends a bike boulevard on Ponderosa Road, Avalon Road west of Dorado Way, and West Orange Avenue, and a separated bikeway on El Camino Real (Caltrans Right-of-Way). The plan also recommends improving the crossings at El Camino Real and Ponderosa Road with high-visibility crosswalks, leading pedestrian intervals, and a median refuge island. The Local Road Safety Plan adds to the improvements on El Camino Real by recommending a sidewalk on the eastern side of El Camino Real between Country Club Drive and Ponderosa Road.

Table 2. Plans with Relevant Recommendations

| PLAN NAME (YEAR) | JURISDICTION | RELEVANT RECOMMENDATIONS |
|--|---------------------------------|--|
| Active South City (2022) | The City of South San Francisco | <ul style="list-style-type: none">▶ Class IIIB Bike Boulevard on Ponderosa Road, Avalon Road west of Dorado Way and west of Orange Avenue.▶ Class IV Separated Bikeway on El Camino Real▶ High-visibility crosswalk, leading pedestrian intervals, and median refuge islands at El Camino Real and Ponderosa Road. |
| Local Road Safety Plan (2022) | City of South San Francisco | <ul style="list-style-type: none">▶ Sidewalk on the eastern side of El Camino Real between Country Club Drive and Ponderosa Road. |
| San Mateo County Safe Routes to School High Injury Network Report (2022) | San Mateo County | <ul style="list-style-type: none">▶ Youth-Based High Injury Network (y-HIN) includes Ponderosa Road. |

Infrastructure Issues and Recommendations

Table 3. Ponderosa Elementary School Infrastructure Recommendations

| LOCATION | OBSERVATIONS & COMMENTS | RECOMMENDATION | IMPLEMENTING AGENCY |
|-------------------------------------|--|---|--|
| I. Lassen Street/ Ponderosa Road | No curb ramps where there are existing crosswalks. | Install curb ramps on either side of existing crossings. | City of South San Francisco and San Mateo County |
| | Drivers making a right turn onto Ponderosa Rd failed to make a complete stop at the northern approach. | Upgrade the existing crosswalk across Lassen St to high-visibility. Install curb extensions at the southeast, northeast, and northwest corners. Install advanced stop markings at all approaches. Install a hardened center line at the eastern approach. | City of South San Francisco and South San Francisco Unified School District (SSFUSD), San Mateo County |
| | The drop-off zone on the eastbound side of Ponderosa Rd southeast of the intersection is too short for current demand. | Short-term: Move the drop-off area east of the maintenance driveway. Establish a 200-foot drop-off zone between the driveway and sports fields. Paint a white line between the travel lane and the drop-off zone. Paint the current white curb area red to further daylight the intersection. Long-term: Install a pull-in curb on the school property east of the existing drop-off curb. Install a curb extension at the southeast corner. | City of South San Francisco and San Mateo County |
| | No sidewalk on the north side of Ponderosa Rd on both sides of the intersection. | Long-term: Install a sidewalk on the north side of Ponderosa Rd between Lassen St and Alhambra Rd. After sidewalk construction, install a crosswalk across Ponderosa Road at Comerwood Court with curb extensions and an Rectangular Rapid Flashing Beacon (RRFB) and advanced stop markings. | City of South San Francisco and San Mateo County |
| | Many caregivers and their students were seen crossing Ponderosa Rd mid-block east of Comerwood Ct. | | |

| LOCATION | OBSERVATIONS & COMMENTS | RECOMMENDATION | IMPLEMENTING AGENCY |
|------------------------------------|---|--|-----------------------------|
| 2. Ponderosa Road /Alida Way | Drivers fail to make complete stops at the stop signs and often do not stop for pedestrians waiting to cross. | Upgrade existing crosswalks to high-visibility crosswalks. Install curb extensions at all intersection corners with advanced stop lines at all approaches. | City of South San Francisco |
| 3. Haven Avenue/Fairway Drive | Drivers fail to yield to pedestrians while turning. | Upgrade the existing crosswalk across Haven Ave to high-visibility with an advanced stop bar. Install curb extensions at both intersection corners. | City of South San Francisco |
| 4. Avalon Drive / Constitution Way | Many drivers drop off students here and make U-turns to exit on Constitution Way. | Make U-turns illegal and install “No U-Turn” sign at Avalon Dr and Constitution Way. | City of South San Francisco |
| | | Install curb extensions at the southeast and southwest corners of Avalon Dr and Constitution Way. | City of South San Francisco |
| | | Upgrade the existing hardened center lines at the southern and western approaches to concrete traffic diverters to discourage U-turns. The high-visibility crosswalk across Constitution Way may need to be moved slightly south to make room for the traffic diverters. | |
| | | Repaint all existing high-visibility crosswalks at Avalon Dr and Constitution Way. | City of South San Francisco |
| | Drivers were perceived to be speeding on Constitution Way. | Install speed humps along Constitution Way. | City of South San Francisco |
| 5.Valencia Drive/ Avalon Drive | Drivers were perceived to be speeding on Avalon Dr. | Install curb extensions at the northwest and northeast corners and on the southern side of Avalon Dr. Upgrade existing crosswalks to high-visibility crosswalks with advanced stop bars. Install an RRFB across Avalon Dr, straighten the crosswalk, and add advanced stop markings. | City of South San Francisco |

| LOCATION | OBSERVATIONS & COMMENTS | RECOMMENDATION | IMPLEMENTING AGENCY |
|------------------------------------|---|--|-----------------------------|
| 6. Avalon Drive / Dorado Way | Drivers heading east on Avalon Dr make fast right turns to continue through Avalon Dr and sometimes fail to yield to pedestrians. | Install curb extensions at the southwest and northwest corners. Upgrade existing crosswalks to high-visibility crosswalks with advanced stop bars. | City of South San Francisco |
| 7. Ponderosa Road/Alhambra Road | Drivers fail to yield to pedestrians and make fast turns. | Install curb extensions at all intersection corners. Upgrade existing crosswalks to high-visibility crosswalks with advanced stop bars. Install a new high-visibility crosswalk across the western approach. | City of South San Francisco |
| 8. Comerwood Court/ Ponderosa Road | No crosswalk. | Install a high-visibility crosswalk across Comerwood Ct. | City of South San Francisco |



Figure 1. No curb ramps on the southeast corner at Lassen St and Ponderosa Rd (looking north across Ponderosa Rd).



Figure 2. Driver entering opposite lane to go around the drop-off curb on the south side of Ponderosa Rd east of Lassen St.



Figure 3. Drivers making a right turn onto Ponderosa Rd often failed to make a complete stop at the northern approach.



Figure 4. Drivers parked in red curb areas on Ponderosa Rd west of Lassen St.



Figure 5. Caregivers parking in the crosswalk on Avalon Dr while they walk their students to campus.



Figure 6. Wide turning radii at the Alida Way/Fairway Dr and Ponderosa Rd intersection (looking north towards Fairway Dr).



Figure 7. Missing sidewalk on the north side of Ponderosa Rd east of Lassen St.



Figure 8. Fading high-visibility crosswalk across Avalon Dr.



Figure 9. Vehicle parked on the corner obstructing the view of crossing pedestrians at Avalon Dr and Dorado Way.

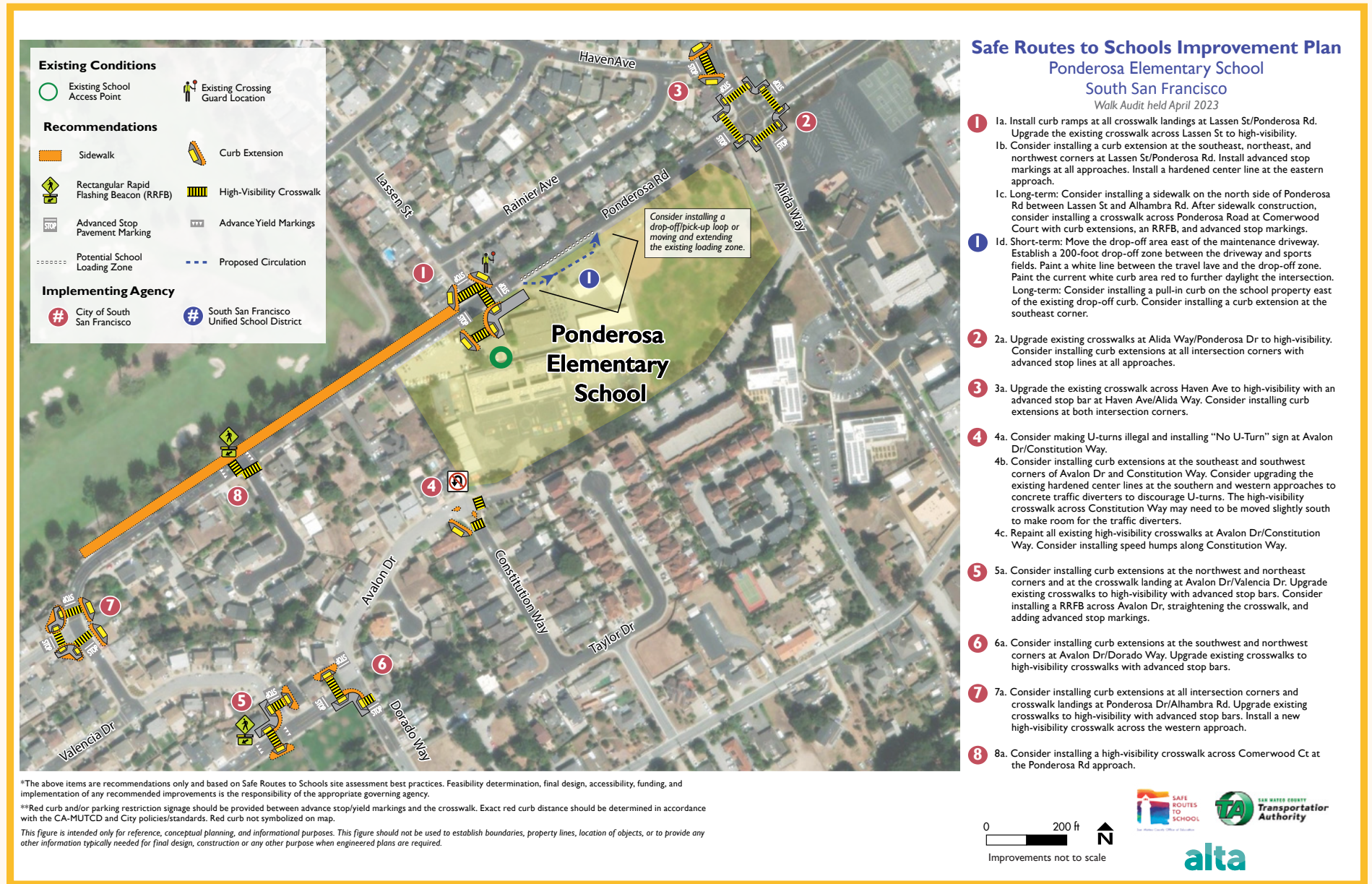


Figure 10. Vehicles parked at crosswalk ends obstruct the view of crossing pedestrians at Alhambra Rd and Ponderosa Rd.



Figure 11. Grass area where new pull-in curb can be installed.

Map 3. Improvement Plan Recommendations



Non-Infrastructure Recommendations

Policy Recommendations

Table 4. Ponderosa Elementary School Policy Recommendations

| POLICY RECOMMENDATION | IMPLEMENTING JURISDICTION |
|---|--|
| <p>School Zone Speed Limits</p> <ul style="list-style-type: none">▶ Speed limits around School Zones should be 15 mph on all two-way residential streets under the City's jurisdiction within 500 feet of the school. | City of South San Francisco and San Mateo County |
| <p>Daylighting</p> <ul style="list-style-type: none">▶ In compliance with section 22500 of the California Vehicle Code, prohibit people from parking, stopping, or leaving a motor vehicle unattended within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present. The City can prohibit this behavior by installing a red painted curb, curb extensions, and/or signage. | City of South San Francisco and San Mateo County |
| <p>Tree Canopy</p> <ul style="list-style-type: none">▶ Prioritize adding street trees and other pedestrian-scale greening within school zones. | City of South San Francisco and San Mateo County |
| <p>No Idling in School Zone</p> <ul style="list-style-type: none">▶ School and district staff can improve air quality around schools by promoting comprehensive 'no idling' policies around schools. Consider adding signage that indicates this no idling policy. | City of South San Francisco and San Mateo County |

Program Recommendations

Table 5. Ponderosa Elementary School Program Recommendations

| PROGRAM RECOMMENDATION | IMPLEMENTING JURISDICTION |
|---|---------------------------|
| <p>Bicycle and Pedestrian Education</p> <ul style="list-style-type: none"> ▶ Implement a curriculum at the school or district to help educate students about traffic safety. Connect with SMCOE for support with educational services and traffic safety and bike and pedestrian safety materials. ▶ See the City of Menlo Park's Elementary School Pedestrian Curriculum for reference. ▶ Schools can apply for safety education services through San Mateo County Office of Education SRTS. | School/district |
| <p>Coordinate For School Transit Routes</p> <ul style="list-style-type: none"> ▶ School or district staff should participate in the annual meeting with SamTrans representatives to coordinate bus routes with school arrival and dismissal times. ▶ School district and school staff can also promote the use of public transit by providing information about relevant bus routes to school at the start of the school year. | School/district |
| <p>Develop Walk and Bicycle Route Maps</p> <ul style="list-style-type: none"> ▶ If you're interested in walking and biking route maps for your schools, contact SMCOE SRTS to learn more. ▶ These maps can also be used as a part of Walking School Buses (WSBs), Bicycle Trains (BTs), or other Walk and Roll to School activities. Park and Walk, WSB, and BT meeting locations are also shown on these maps where appropriate. | SMCOE and/or City |
| <p>School Safety Patrol</p> <ul style="list-style-type: none"> ▶ Elementary and middle school youth volunteers can sign up to become certified School Safety Patrollers. With support and leadership from school faculty and parents, student patrollers can help fellow students develop a better understanding of pedestrian and vehicular traffic hazards. | School |

PROGRAM RECOMMENDATION**IMPLEMENTING JURISDICTION****Encourage Carpooling**

School

- ▶ Promote carpooling through school communications. This can reduce congestion by reducing the number of vehicles coming to campus.

Facilitate Walking School Buses and Bicycle Trains

School

- ▶ Walking School Buses (WSBs) and Bicycle Trains (BTs) are groups of students, led by parent/adult chaperone(s), that meet at designated locations and times to gather and walk and/or bike to school together. WSBs and BTs can be regular events, occurring daily, weekly, monthly, or in coordination with other events like International Walk and Roll to School Day or the Golden Sneaker Events. Walking and biking in groups with parental supervision can increase the visibility of these road users and reduce barriers to walking or biking for some families while making it fun and exciting for the students.

Walk and Roll Event Days/Weeks

School and County

- ▶ Ruby Bridges Walk to School Day
- ▶ International Walk to School Day
- ▶ Golden Sneaker
- ▶ Earth Day
- ▶ National Bike to School Day
- ▶ Crossing Guard Appreciation Week

Weekly/Monthly Events

- ▶ Wednesday Walk to School Day
- ▶ Walk and Roll Friday

PROGRAM RECOMMENDATION

IMPLEMENTING JURISDICTION

Caregiver engagement and outreach

School

- ▶ Prioritize parent outreach and engagement to improve compliance with existing regulations during arrival/dismissal, as well as promote alternative transportation modes (Flyers, newsletters, posts, etc.)
- ▶ School staff direct caregivers to San Mateo County's [Parent and Community Empowerment Toolkit](#) for more information on organizing SRTS programs and events.
- ▶ Connect with the San Mateo County SRTS program or join the SRTS Community Advisory Committee Meeting.
- ▶ Complete the annual SRTS Parent/Caregiver Survey. The data collected can help cities and school districts fund SRTS services.

Encourage Park and Walk Locations

School /City of South San Francisco

- ▶ Encourage families to Park and Walk a few blocks from campus to reduce congestion at the primary access points.
- ▶ The following locations can be used as park and walk locations: Avalon Park

Tree Mural

School

- ▶ As part of a spring or fall walking challenge, volunteers can set up a Tree Mural to celebrate students using active and shared modes to get to school. Students place a colored leaf (green for spring or red/orange/yellow for the fall) on a large tree banner for each day they walk to school. This could be as simple as a hand-drawn tree on butcher paper. The mural raises awareness about the environmental benefits of using green modes to get to school. This activity can be used to create a friendly competition between classrooms or grades, or even between different walking school bus routes, if applicable at your school.

Implementation

Quick-Build Projects

Many infrastructure improvements (especially pedestrian projects and intersection geometry changes) can be completed using signage, striping, and other quick-build strategies. Facilities like curb extensions, medians, and separated bikeways are examples of treatments that can be built with quick-build materials. These improvements can be left installed for several years with quick-build materials or used as a short-term improvement until additional funding for design and construction can be secured for permanent, more expensive design installations. Constructing improvements with quick-build materials can result in more immediate safety and comfort enhancements at lower costs. Using quick-build materials also allows the City of South San Francisco and San Mateo County to trial design changes before committing to long-term investments.

There are many resources available online that describe quick-build projects in more detail. The California Bicycle Coalition has a [guide with details](#) on how to move forward with these low-cost, high-impact project types. The City, County, and/or School District may be eligible to apply for grant funding to implement quick-build projects. Many of the grants described in more detail on the following pages can fund quick-build projects. Some of these funding sources include Safe Streets and Roads for All (SS4A), California Active Transportation Program (ATP), and the San Mateo County Office of Education small capital infrastructure grant.

Implementation Strategies

The City of South San Francisco has numerous avenues to implement the proposed SRTS improvements. Based on the size, scope, and priority of the recommended improvement, some may be implemented as part of regularly scheduled maintenance programs or dedicated annual funding streams, while others will require additional regional, state, and federal funding.

While this Walk Audit helps to identify the proposed improvements, the City of South San Francisco and the South San Francisco Unified School District are responsible for prioritizing and programming projects into existing programs or obtaining grant funding for larger-scale improvements. The descriptions below highlight options for implementation that South San Francisco can use based on the scale, scope, and priority of the recommended improvement.

Pavement Preservation and Rehabilitation Programs

Cities and counties regularly repave and maintain roadway pavement. This presents an opportunity to implement improvements at a lower overall cost due to project efficiencies. Improvements such as striping crosswalks, installing signs, painting curbs, and quick-build projects (e.g., curb extensions) are some examples of improvements that may be combined with roadway resurfacing projects.

Programmed Projects

More expensive or complex high-priority improvements may be programmed directly as standalone projects into the City budget. This strategy would rely on existing funding streams and may be augmented by regional, state, or federal grant funding.

Development Funded Improvements

Private developers can pay or help to construct the transportation network based on current development standards/standards from adopted plans. This strategy may be applied to projects if there is a nexus between the nearby development and improvements in/around the school site.

Grant Funding

Grants can be utilized to fund projects that are not included in the City's budget or where the City's funding can be used as a match to leverage external funds. The next section identifies local, regional, state, and federal funding sources the City could apply for to implement the projects identified in this plan.

Funding Sources

Local and Regional Funding Sources

ONE BAY AREA GRANT CYCLE 3

Metropolitan Transportation Commission (MTC)'s One Bay Area Grant Cycle 3 (OBAG3), which is federally funded by the Federal Congestion Mitigation and Air Quality Improvement Program, funds projects and programs to help the Bay Area meet climate change and air quality improvement goals. The 2023–2026 cycle includes funding from the Federal 2021 Bipartisan Infrastructure Law. The City/County Association of Governments of San Mateo County (C/CAG) has set-aside funding for the SRTS program under MTC's OBAG3 program.

SRTS funds are administered by the San Mateo County Office of Education.

SCHOOL TRAVEL FELLOWSHIP & SRTS GRANT

The San Mateo County Office of Education (SMCOE) Safe Routes to School (SRTS) program offers funding to local jurisdictions through their School Travel Fellowship Program and Small Capital Infrastructure Grant. The School Travel Fellowship Program provides technical assistance throughout the school year to Cities and schools to support SRTS. Participants could receive suggested route maps, walk audits, demonstration projects, bicycle and pedestrian education, etc. The application deadline is typically at the end of January.

The SRTS grant provides funding (typically up to \$20,000) to cities for small capital infrastructure and special projects near schools.

Funds are administered by SMCOE.

TRANSPORTATION FUND FOR CLEAN AIR

The Transportation Fund for Clean Air funds bicycle facilities including paths, lanes, routes, lockers, and racks. The Bay Area Air Quality Management District administers funds to the San Mateo County Transportation Authority for projects that reduce vehicle emissions including bicycle projects. These funds come from a \$4 vehicle registration surcharge in Bay Area counties and can be used as a match for competitive state or federal programs.

Funds are programmed by the San Mateo County Transportation Authority.

TRANSPORTATION DEVELOPMENT ACT ARTICLE 3

C/CAG administers the Transportation Development Act, Article 3 program (delegated by MTC for San Mateo County). This program funds planning and infrastructure within the county; each jurisdiction is eligible to apply for one planning project (up to \$100,000, requiring 50% cash match) and one capital project (up to \$400,000). The planning project must be a comprehensive bicycle or pedestrian plan.

Funds are administered by C/CAG.

SPARE THE AIR YOUTH

Spare the Air Youth is a regional program that aims to educate, inspire, and empower youth and families in the San Francisco Bay Area to walk, bicycle, carpool, and take transit. A partnership between the MTC and the Bay Area Air Quality Management District, Spare the Air Youth seeks to find effective ways to reduce greenhouse gas emissions related to transportation while also providing a regional resource for students, parents, teachers and program providers.

Spare the Air Youth supports SRTS programs throughout the Bay Area with free mobile bike repair, family biking clinics, and additional programs to expand high school SRTS programs. Services are available on an ongoing basis; high school funding is sporadic. (Limited free programs are allocated by county; all schools are eligible.) This program is likely an option to fund a few annual SRTS events.

Funds are administered by MTC.

SUSTAINABLE TRANSPORTATION EQUITY PROJECT

The Sustainable Transportation Equity Project is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. Project applicants can apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation Grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board.

MEASURE M

Through Measure M, C/CAG collects and administers an annual fee of \$10 on motor vehicles registered in San Mateo County. Half of the net proceeds are allocated for local streets and roads, while the remaining 50% funds countywide transportation programs, including SRTS (6% of the countywide program funds).

The SRTS funds from Measure M are used to fund non-infrastructure activities through the San Mateo County Office of Education SRTS program. While Measure M SRTS funds are not a viable source to fund City projects, as the funding goes directly to the San Mateo County Office of Education, local jurisdictions may use funds from the Measure M local streets and roads program to fund SRTS projects.

Funds are administered by C/CAG.

MEASURE A AND MEASURE W

Measure A is a half-cent sales tax first passed in 1988 to fund and leverage additional funding for transportation projects and programs in San Mateo County. It was reauthorized in 2004 to run through December 2033. Measure W is a half-cent sales tax passed in 2018 for the same purpose. It will run through June 2038. Measure A is fully administered by the San Mateo County Transportation Authority, while Measure W is administered by both the San Mateo County Transportation Authority and the San Mateo County Transit District (each administers 50% of the funds).

Generally this program supports infrastructure projects, however non-infrastructure programs have been funded through this source.

Additionally, SRTS and school-related congestion projects are eligible for funding through the Alternative Congestion Relief and Transportation Demand Management Program.

Funds are programmed by the San Mateo County Transportation Authority, with SRTS funds administered by the San Mateo County Office of Education.

State and Federal Grant Programs

SAFE STREETS AND ROADS FOR ALL (SS4A)

Funded by the Bipartisan Infrastructure Law, the Safe Streets and Roads for All program provides discretionary funding over the next five years to local, regional, and Tribal initiatives to prevent roadway deaths and serious injuries. Funding can be used to develop or update a Comprehensive Safety Action Plan (ex: Vision Zero Plan); conduct planning, design, and development activities in support of the Action Plan; and carry out projects to implement the Action Plan. These action plans can include SRTS activities and projects.

Funds are programmed by the U.S. Department of Transportation.

COMMUNITY MOBILITY DESIGN CHALLENGE GRANT

The National Center for Mobility Management provides up to \$25,000 to communities to generate ideas to improve mobility for those who face transportation-related barriers. This program is the first in a series of three grants. The second grant opportunity, Learning Launch grants, provides \$20,000 to refine and test solutions generated from the first grant. The third grant opportunity, Ready to Launch grants, provides \$75,000 to implement the solutions as a pilot. Active transportation projects, including SRTS-related projects, could be awarded funds through this series of grants.

Funds are administered by the National Center for Mobility Management.

RAISE GRANTS

The Rebuilding America Infrastructure with Sustainability and Equity (RAISE) program supports projects that improve transportation system safety, improve accessibility, and improve sustainability. Eligible projects must have quantifiable environmental benefits, serve disadvantaged communities, and address equity concerns in the project's design. Eligible projects range between \$5 million and \$25 million. RAISE grants can fund both planning and capital projects. A 20% local match is required except in rural areas.

Funds are programmed by the United States Department of Transportation.

CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

Approximately every two years (typically in the spring or early summer), Caltrans offers grant funding for active transportation infrastructure, programmatic projects to encourage walking and biking, or a combination of infrastructure and non-infrastructure components. Non-infrastructure (programmatic) projects can include SRTS activities, such as conducting walk audits, developing and implementing walking school buses, and providing “train the trainer” classes. Funding is highly competitive and mainly focuses on communities of concern. The City will need to work directly with school districts and schools to be eligible for this grant application. Typically no local match is required, though extra points are awarded to applicants who identify matching funds.

Funds are programmed by the California Transportation Commission.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

Caltrans offers Highway Safety Improvement Program grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. This program focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness. Infrastructure and non-infrastructure projects are eligible for funds, including SRTS infrastructure and programs.

Funds are programmed by Caltrans.

URBAN GREENING GRANTS

Urban Greening Grants support the development of green infrastructure projects that reduce greenhouse gas emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: “reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.” Eligible projects include green streets and alleyways and nonmotorized urban trails that provide safe routes for travel between these key community destinations.

Funds are programmed by the California Natural Resources Agency.

SUSTAINABLE COMMUNITIES GRANTS

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Eligible projects are transit-focused planning projects that address multimodal transportation deficiencies, which could include funding for SRTS planning efforts.

Funds are programmed by Caltrans.

CALIFORNIA OFFICE OF TRAFFIC SAFETY GRANTS

The California Office of Traffic Safety solicits grant applications for priority project areas that, supported by crash data, demonstrate a need for funding. One priority program area is Pedestrian and Bicycle Safety, which funds activities associated with SRTS such as traffic safety rodeos, in-school presentations, safety trainings, bike helmets, and traffic safety campaigns, among other activities.

Funds are programmed by the California Office of Traffic Safety. SRTS funds received from the California Office of Traffic Safety are administered by the San Mateo County Office of Education.

TRANSFORMATIVE CLIMATE COMMUNITIES PROGRAM

The Transformative Climate Communities Program empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. The program prioritizes neighborhoods that score in the top 25% by CalEnviroScreen—a tool created by the California Office of Environmental Health Hazard Assessment to help identify communities in California that are disproportionately burdened from pollution.

Funds are programmed by the California Strategic Growth Council/California Department of Conservation.

SENATE BILL 1: LOCAL PARTNERSHIP PROGRAM

The Local Partnership Program provides funding for local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees to support road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are eligible for a formulaic annual distribution of no less than \$100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes, including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by the California Transportation Commission.

SENATE BILL I: ROAD MAINTENANCE AND REHABILITATION PROGRAM

Senate Bill I created the Road Maintenance and Rehabilitation Program to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller's Office.

SUSTAINABLE TRANSPORTATION EQUITY PROJECT

The Sustainable Transportation Equity Project (STEP) is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. STEP applicants can either apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board.

