









Green Hills Elementary School

School Setting

 Address: 401 Ludeman Lane	 School Day Start: 8:15 am (TK-5) 8:30 am (Preschool)	 Attendance: (2022-23): 338
 City: Millbrae	 School Day End: 11:00 am (Preschool) 1:30 pm (TK and Kindergarten) 2:15 pm (1-5)	 Grade Range: Preschool-5
 School District: Millbrae School District		 School Walk Audit Date: May 5, 2023



Map 1. School Study Area

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 Green Hills Elementary School in Millbrae during the morning arrival on May 5, 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. The post-walk audit discussion was held as part of the regularly scheduled parent/principal coffee meeting, which encouraged greater parent participation.

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

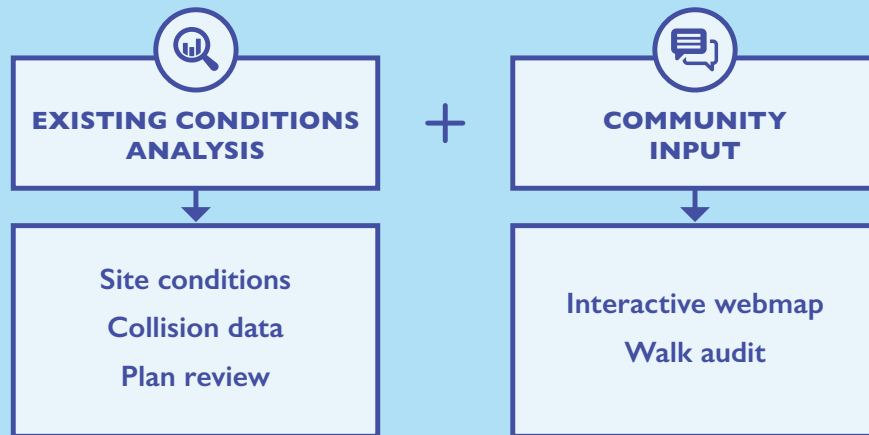
Participants included:

- ▶ Jennifer Lim, City of Millbrae
- ▶ Angelina Cahakin, City of Millbrae
- ▶ Andrea Pappajohn, City of Millbrae
- ▶ Armando Mora, City of Millbrae
- ▶ Kerry Dees, Principal, Green Hills Elementary School
- ▶ Carlene Foldenauer, San Mateo County Office of Education
- ▶ Theresa Vallez-Kelly, San Mateo County Office of Education
- ▶ Pam Skinner, San Mateo County Transit Authority
- ▶ Cary Yballa, Central County Fire
- ▶ Rodney Reed, Deputy, San Mateo County Sheriff's Office
- ▶ Eamonn Allen, Millbrae Police Bureau
- ▶ John Sabel, Millbrae Police Bureau
- ▶ Kathryn Nguyen, Parent Volunteer, Green Hills Safety Team
- ▶ Jerome Lu, Parent Volunteer, Green Hills Safety Team
- ▶ Merrin Morse, Parent Volunteer, Green Hills Safety Team
- ▶ Green Hills Elementary School parents
- ▶ Green Hills Elementary School students
- ▶ Emma Katz, Engineer, Alta Planning + Design
- ▶ Charlie Simpson, Planner, Alta Planning + Design
- ▶ George Foster, Planner, Alta Planning + Design

Recommendation Development Process

The walk audit observations, combined with data analysis and input from stakeholders who observe and travel through the area regularly, 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 Comments and Engagement Themes

- ▶ The morning sun creates a visibility hazard for drivers who drive southbound on Laurel Ave in the mornings.
- ▶ Vehicle congestion in front of the school entrance on Ludeman Lane
- ▶ Drop-offs in the travel lane, in the crosswalk and along red curbs at Ludeman Lane and Cozzolino Court
- ▶ Fast downhill travel speeds along Barcelona Drive, Laurel Avenue, Ludeman Lane, and Magnolia Avenue
- ▶ Missing crossing infrastructure at Laurel Avenue and Cypress Court. Drivers often do not stop for pedestrians crossing at this intersection.
- ▶ Wide offset intersection at Barcelona Drive and Laurel Avenue

Summary of Webmap Comments

- ▶ Drivers tend to roll through stop signs at many intersections near the school
- ▶ Pedestrians have no place to cross at the intersection of Laurel Ave and Cypress Ct. Drivers also seem to speed along Laurel Ave
- ▶ Many students cross at the intersection of Laurel Ave and Helen Dr

Primary Challenges and Opportunities

Challenges

- ▶ School is bounded by Youth-Based High Injury Corridors, according to the San Mateo County Safe Routes to School High Injury Network Report (2022)
- ▶ School is on a hill
- ▶ Missing or inadequate infrastructure
- ▶ Streets near the school are at an angle, creating wide turning radii and uncomfortable crossings

Opportunities

- ▶ School location is not on a major roadway
- ▶ The school has two access points, which distributes traffic and reduces travel time
- ▶ The school has strong parent/caregiver volunteer involvement

Existing Conditions

Collision Data

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 crash attributes and locations. The data includes collisions from the most recent five-year period, from 2018-2022. The collision characteristics are shown in **Table I** below.

Collision Data Summary

Ludeman Lane, Laurel Avenue, and Helen Drive have been identified as Youth-Based High Injury corridors by San Mateo County. These streets bound the school campus on the north, east, and south respectively. Additionally, Millwood Drive, located two blocks north of the campus, is also a Youth-Based High Injury corridor. Between 2018 – 2022, there were 17 collisions involving cyclists and pedestrians within a ½ mile radius of the school. Eight of these collisions occurred on El Camino Real, which is also a Youth-Based High Injury corridor. Two collisions occurred within a ¼ mile of the campus: both involving a pedestrian – one at Laurel Avenue and Hellen Drive and the other on Ludeman Lane adjacent to Green Hills Park.

Table I. 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	2	0	1	1	0	2	0
1/4 - 1/2 Mile	15	0	3	10	2	9	6
Total	17	0	4	11	2	11	6

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

Map 2. Collision Map



Plan Review

Reviewed Plans and Documents Summary

The City/County Association of Governments (C/CAG) adopted a Comprehensive Bicycle and Pedestrian Plan in 2021, which identified Class IIB buffered bike lanes along El Camino Real between Murchison Drive and Noor Avenue in Millbrae. Additionally, the San Mateo County Safe Routes to School High Injury Network Report (2022) identified Ludeman Lane, Laurel Avenue, Helen Drive, and Millwood Drive as part of the Youth-Based High Injury Network near the school.

To improve road safety, the City of Millbrae adopted the Active Transportation Plan

in 2021 to identify bicycle and pedestrian improvements around the City. Specific to Green Hills Elementary, the City of Millbrae’s Active Transportation Plan recommends Bike Routes on Ludeman Lane, Laurel Avenue, and Millwood Drive east of Magnolia Avenue. These bike routes provide connections to and from the school campus. Additionally, the Active Transportation Plan recommends high-visibility crosswalks at Ludeman Lane and Magnolia Avenue, which have already been installed. The Plan also recommends high-visibility crosswalks at Ludeman Lane/ Magnolia Avenue, Ludeman Lane/Broadway, Laurel Avenue/Anita Drive, and Capuchino Drive/ Barcelona Drive, which have not been installed.

Table 2. Plans with Relevant Recommendations

PLAN NAME (YEAR)	JURISDICTION	RELEVANT RECOMMENDATIONS
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) ▶ Ludeman Lane, Laurel Avenue, Helen Drive, and Millwood Drive
San Mateo County Comprehensive Bicycle and Pedestrian Plan (2021)	C/CAG	<ul style="list-style-type: none"> ▶ Class IIB Buffered Bike Lane along El Camino Real from Murchison Drive to Noor Avenue
City of Millbrae Active Transportation Plan (2021)	City of Millbrae	<ul style="list-style-type: none"> ▶ Bike Route on Ludeman Ln, Laurel Ave, and Millwood Dr east of Magnolia Ave ▶ Bike Lane on Broadway between Millwood Dr and Ludeman Ln ▶ Separated Bike Lane on El Camino Real ▶ High-visibility crosswalks at Ludeman Ln/Magnolia Ave, Ludeman Ln/Broadway, Laurel Ave/Anita Dr, and Capuchino Dr/Barcelona Dr

Infrastructure Issues and Recommendations

Table 3. Green Hills Elementary School Infrastructure Recommendations

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	IMPLEMENTING AGENCY
1. Ludeman Ln/ Cozzolino Ct	Students were dropped-off in the crosswalk across Cozzolino Dr, in the red zone in front of the school, and in the eastbound travel lane on Ludeman Ln.	Construct curb extensions at all crossing locations at Cozzolino Ct and Ludeman Ln. Upgrade existing crosswalks across Ludeman Ln to high-visibility. Inform caregivers on proper use of the drop-off curb.	City of Millbrae & Millbrae Elementary District
	There is no sidewalk at the western end of Ludeman Ln, in front of the playground.	Construct sidewalk.	City of Millbrae
	Westbound vehicles on Ludeman Ln often enter the Country Club parking lot to make a U-turn.	Inform caregivers they should not use the country club parking lot during drop-off or pick-up	Millbrae Elementary District & Green Hills Elementary School
2. Cozzolino Dr/ Barcelona Dr	No crosswalks or curb ramps.	Construct curb extensions at both intersection corners. Upgrade the existing crosswalk to high-visibility.	City of Millbrae
	The south intersection corner has a wide radius, allowing drivers to make fast right turns.		
	Barcelona Dr is on a steep slope, and drivers are perceived to be speeding.	Install speed cushions, and speed limit pavement markings along Barcelona Dr between Ludeman Ln and Paramount Dr.	City of Millbrae
3. Laurel Ave/ Ludeman Ln	Large offset intersection with long crosswalks.	Construct curb extensions at all intersection corners. Upgrade existing crosswalks to high-visibility. Install hardened center lines at all approaches.	City of Millbrae
		Construct a median refuge island on the western approach to Laurel Ave/Ludeman Ln	

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	IMPLEMENTING AGENCY
4. Laurel Ave/ Cypress Ct	Caregivers and students cross Laurel Ave where there are no crosswalks. Some drivers make U-turns to park on the school side of Laurel Ave.	Install a raised crosswalk , advanced yield markings, curb extensions, and a Rectangular Rapid Flashing Beacon (RRFB) across Laurel Ave at Cypress Ct.	City of Millbrae
	Hilltop geography limits sightlines on Laurel Ave.	Install “School Zone” signage (SI-1) on Laurel Ave.	City of Millbrae
5. Laurel Ave at Green Hills Dr	Crossing distances are far and drivers encroach into the crosswalk when approaching the intersection.	Construct curb extensions with high-visibility crosswalks and advanced stop bars on Green Hills Dr at both approaches to Laurel Ave.	City of Millbrae
	Right-turn lane on the westbound travel lane on Laurel Ave.	Remove the right-turn lane.	City of Millbrae
	No signage to alert drivers of the nearby school.	Install a “School Zone” signage (SI-1) along Laurel Ave north of Green Hills Dr.	City of Millbrae
6. Helen Dr/ Laurel Ave	Drivers were rolling through the stop and making fast right turns. Missing curb ramps.	Construct curb extensions at all intersection corners. Upgrade existing crosswalks to high-visibility.	City of Millbrae
7. Ludeman Ln/ Magnolia Ave	Offset intersection with long crossing distances.	Construct curb extensions at all intersection corners to straighten out the intersection.	City of Millbrae
	Drivers were perceived to be speeding and were rolling through the stop.	Install speed cushions along Ludeman Ln on either side of the intersection with Magnolia Ave. Install advanced stop bars at all intersection approaches. Install speed limit pavement markings along Magnolia Ave.	City of Millbrae
	Hilltop geography limits sightlines.	Install “School Zone” signage (SI-1) along Ludeman Ln and Magnolia Ave.	City of Millbrae

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	IMPLEMENTING AGENCY
8. Ludeman Ln between Queen Anne St and Madrid St	No crosswalks at approaches to Ludeman Ln.	Install high-visibility crosswalks at all approaches to Ludeman Ln.	City of Millbrae



Figure 4. Missing sidewalk on Ludeman Ln.



Figure 5. Wide and offset intersection at Barcelona Dr and Ludeman Ln



Figure 6. Right-turn lane on Laurel Ave at Green Hills Dr.



Figure 1. Right-turning vehicle rolling through the stop at Helen Dr/Laurel Ave.

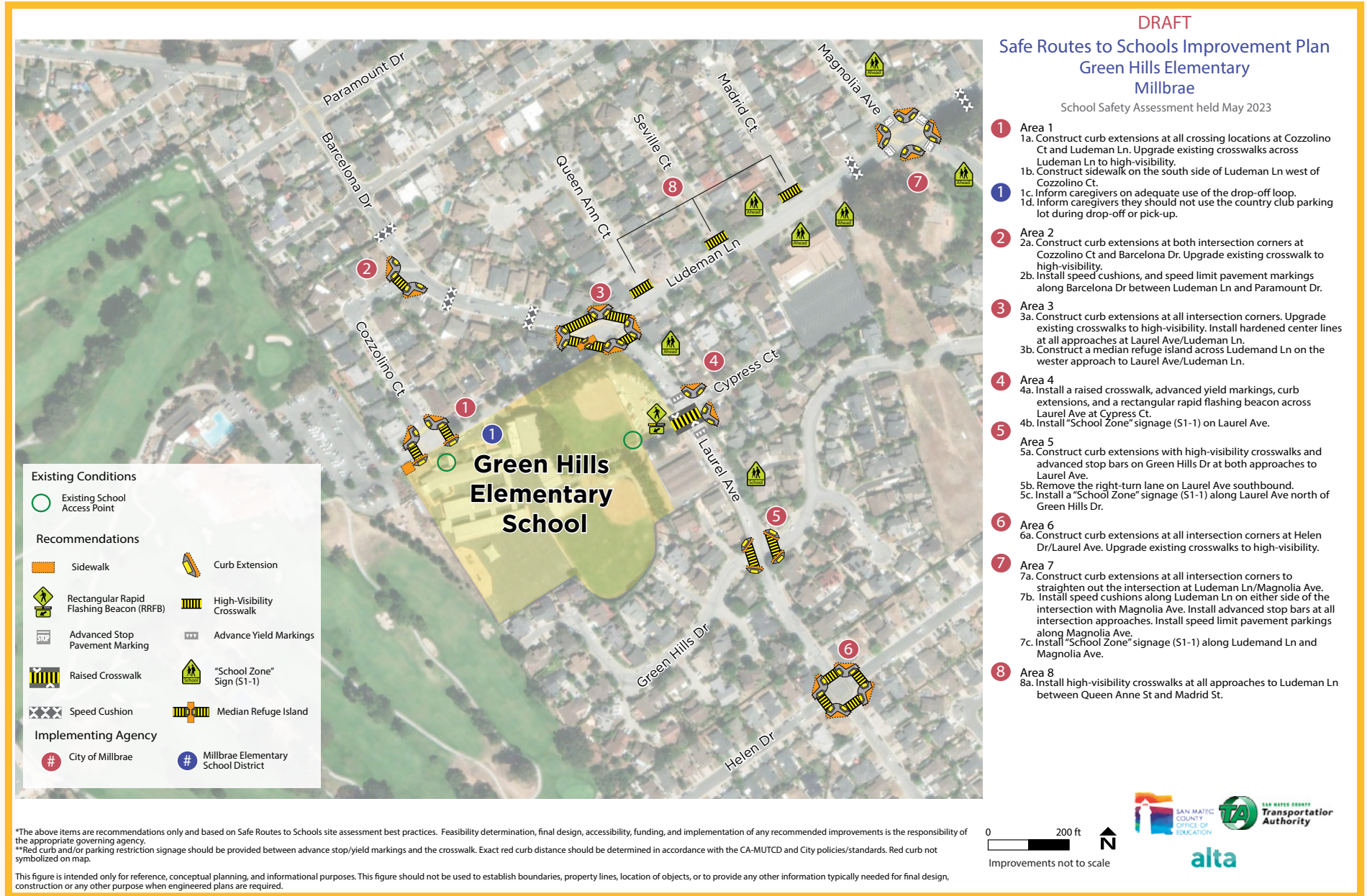


Figure 2. Pedestrian crossing Laurel Ave at Cypress Ct where there is no crosswalk.



Figure 3. Obstructed stop sign at Green Hills Dr/Laurel Ave.

Map 3. Improvement Plan Recommendations



Non-Infrastructure Recommendations

Policy Recommendations

Table 4. Green Hills 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. When implemented, add the appropriate 15pmh school zone signage. 	City of Millbrae
<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 Millbrae
<p>Tree Canopy</p> <ul style="list-style-type: none"> ▶ Prioritize adding street trees and other pedestrian-scale greening within school zones. 	City of Millbrae
<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. 	City of Millbrae

Program Recommendations

Table 5. Green Hills 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. ▶ 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

- ▶ International Walk to School Day
- ▶ Ruby Bridges 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

- ▶ Encourage families to Park and Walk a few blocks from campus to reduce congestion at the primary access points.

Traffic Calming Program

School, District, and City

- ▶ As part of the City of Millbrae’s Neighborhood Traffic Calming Program, the school community can submit petitions for neighborhood traffic calming improvements around the school campus.

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 Millbrae 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.

Implementation Strategies

The City of Millbrae 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 Millbrae and Millbrae 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 Millbrae 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 able to 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

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.

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.

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 I: 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.

