



San Mateo County

Safe Routes to School Strategy

2022-23 to 2026-27 School Years

June 2022



San Mateo County
SAFE ROUTES TO SCHOOL
Healthy Kids • Green Communities • Safe Journeys



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Table of Contents

Introduction.....	1
Planning Process.....	2
Existing Program Goals	2
Definitions.....	3
Goals for the San Mateo County SRTS Program.....	3
Goal 1. Increase the number of families safely using active transportation for the school commute.	3
Goal 2. Develop a sustainable Safe Routes to School program in San Mateo County.....	6
Goal 3. Deliver the Safe Routes to Schools program with an equity lens	8
Goal 4. Measure progress, evaluate impacts, and continually improve the SRTS Program.....	10
Implementation	13
Performance Measures	13
Data Sources and Data Collection.....	16
Funding Sources	17

List of Tables

Table 1. Comparison of C/CAG and SMCOE 2021 Goals for the San Mateo County SRTS Program	2
Table 2. Performance Measures	14
Table 3. Data Collection Methods	16
Table 4. Potential Funding Sources for SRTS Education and Outreach Efforts.....	18

Introduction

The San Mateo County Safe Routes to School (SRTS) Strategy establishes an overarching approach to SRTS and defines a five-year action plan and performance measures for delivering the San Mateo County SRTS program to expand, strengthen, and monitor the Countywide SRTS program. The overall San Mateo County SRTS Program goal is to enable and encourage students to walk or bicycle to school by implementing projects and activities to improve health, reduce traffic congestion, and educate students on taking an active mode of transportation to school.

This Strategy is intended to guide SRTS partners in San Mateo County, particularly the San Mateo County Office of Education (SMCOE) and the City/County Association of Governments (C/CAG), who work together to deliver SRTS throughout the County. It is also intended to guide SRTS funding opportunities including the on-going SRTS special projects and infrastructure grant program provided in partnership by the San Mateo County Transportation Authority (TA). It is for SamTrans, which provides school-oriented transit routes, and for San Mateo County Health which collaborates on promoting physical activity and safety for youth. The Strategy is also for local SRTS professionals, as well as the many people who work on related efforts, from school administrators and district wellness coordinators, to city public works and planning staff, as well as advocates, educators, and SRTS champions across the county.

The SRTS program's success is dependent upon this network of partners who develop and implement resources, spread the messages, and normalize using an active mode of transportation to get to school as a safe, fun and healthy activity for families. To support this collaboration, the Strategy identifies lead and support roles and implementation phasing recommendations for each action. The Strategy is intended to guide SRTS practitioners and partners in building a stronger, more equitable SRTS program at the local and countywide levels. The ultimate goal is to make using active transportation modes comfortable, and convenient for youth in San Mateo County.

VISION FOR SAN MATEO COUNTY SRTS

The efforts of SRTS in San Mateo County result in less traffic congestion around schools; improved air quality; a greener, healthier community; and an increase in self-reliance among San Mateo County children who walk and bike to school. SRTS is the catalyst for teaching children traffic safety skills and encouraging them to take an active mode of transportation to school. San Mateo County communities support this initiative with infrastructure that provides safe passage for children.

Planning Process

This Strategy represents the culmination of six months of outreach and discussions among SRTS partners and friends throughout the County.

- **A Community Advisory Committee (CAC)** supported development of this Strategy, along with development of a youth-based High Injury Network and a 2015-2020 Five-Year Evaluation. The CAC met every other month. A focus group conversation with 15 members of the CAC was held in November 2021 to assess the current program and identify challenges and opportunities. Participants included various partners (city/county staff/local organizations, volunteers) and a few SRTS Coordinators that received SRTS grant funding from SMCOE.
- **Key informant interviews** solicited feedback about the SRTS program and discussed existing challenges and opportunities. Representatives from the San Mateo County Department of Public Health, SamTrans, the San Mateo County Transit Authority, a SMCOE-funded SRTS Coordinator, and elementary school SRTS Team member participated in the interviews.
- **Partner surveys** were completed in December 2021 to inform both the Evaluation Report and the Strategy. A total of 19 surveys were completed from a variety of partners across the county.

Existing Program Goals

Table 1 provides the current goals for SRTS as defined by C/CAG and SMCOE. The other countywide agencies involved in SRTS do not have specific goal language that guides their SRTS involvement, but their SRTS work is highly related to other established goals.

Table 1. Comparison of C/CAG and SMCOE 2021 Goals for the San Mateo County SRTS Program

C/CAG's Goals	SMCOE's 2019-20 Goals
<ul style="list-style-type: none">• Increase the number of children safely walking and bicycling to school.• Assist school and community members to identify and address unsafe conditions.• Reduce traffic congestion around schools.• Create safer, calmer streets and neighborhoods.• Develop a sustainable Safe Routes to School program in San Mateo County.	<ul style="list-style-type: none">• Create program options that reflect the needs of individual schools.• Deliver the Safe Routes to Schools program with an equity lens.• Assist schools and their municipalities in collaboration efforts.• Promote walking and biking culture across the county.• Provide professional development opportunities for Safe Routes to School stakeholders, including options for remote learning.

Definitions

Active Transportation	All human-powered forms of travel, including walking, biking, use of assistive mobility devices such as wheelchairs, scooting, skateboarding, and more
Equity	Equity in SRTS means that every student is able to safely, comfortably, and conveniently walk and bike to school, regardless of race, cultural identity, tribal affiliation, immigrant or refugee status, language, gender or sexual identity, income, religion, and whether or not a student receives special education, has a physical or mental disability, or is homeless or stays in multiple homes. An equity approach requires working with local partners to tailor programs and allocate resources to meet the unique needs of the community.
Equity Focus Areas	Designated by C/CAG, Equity Focus Areas are locations in San Mateo County that have a higher rate of low-income households, people of color without access to a vehicle, and households burdened by housing and transportation costs.
Equity Priority Communities	Areas that are or have historically been underserved to direct funding toward projects that enable more equitable access to transportation, housing, and services. The Metropolitan Transportation Commission (MTC) designates Equity Priority Communities , which have previously been referred to as Communities of Concern or disadvantaged communities.

Priority Schools

While aiming to reach all schools and all districts in the county, the San Mateo County SRTS program focuses limited resources and staff time to support schools based on a history of collisions involving people walking or biking, and higher poverty rates near schools. This 2022 analysis updates the 2017 *Creating Safer Streets Near Schools*, a collaborative effort between SMCOE and San Mateo County Health. See the *San Mateo County SRTS Five-Year Evaluation Report 2015-16 to 2019-20* for more details of this analysis and methodology. The following schools were identified through this analysis:

Ravenswood City ESD

- Los Robles-Ronald McNair Academy
- Aspire East Palo Alto Charter*
- KIPP Valiant Community Prep*
- Cesar Chavez Ravenswood Middle
- Belle Haven Elementary
- Costano Elementary

Redwood City ESD

- Hoover Elementary
- Connect Community Charter*
- KIPP Excelencia Community Prep*
- Rocketship Redwood City*
- Garfield Elementary
- McKinley Institute of Technology
- Taft Elementary

Sequoia Union High School District

- Everest Public High
- East Palo Alto Academy
- KIPP Esperanza High*

** Note: while KIPP schools and other schools on this list are charter schools, San Mateo County SRTS supports all schools, and all can apply for the countywide grant and technical assistance.*

Goals for the San Mateo County SRTS Program

The following tables outline the goals and specific objectives and actions with responsible lead agencies for the San Mateo County SRTS program. These new goals build on feedback garnered through the outreach process and close collaboration between SMCOE and C/CAG staff who are involved with program implementation. Equity is an overarching goal with equity and inclusion considered in all goals and objectives, as well as specifically addressed in Goal 3.

Feasibility was assessed in terms of activities currently occurring (“continue”), activities with funding identified (“high”), activities that may require additional coordination with other partners (“medium”) and activities that have no funding identified, or that may require substantial coordination to accomplish (“long term”).

Goal 1. Increase the number of families safely using active transportation for the school commute.

Objective/Action	Lead	Support	Priority	Feasibility
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Objective 1.1: Improve facilities and conditions for walking and bicycling to school

Promote the youth-based High Injury Network (HIN) data and findings to local jurisdictions to use in planning efforts and grant applications.	C/CAG	SMCOE	High	High
Consider using HIN analysis in grant selection criteria for infrastructure and programmatic grant opportunities.	C/CAG and SMCOE	TA	High	High
Seek funding to offer demonstration projects to quickly implement low-cost, high-impact improvements.	TA and SMCOE	Local governments, TA	High	Continue
Work with partners to identify funding and resources, and support outreach and partnership building for walk audits and infrastructure improvements.	TA and SMCOE	Local governments and Public Health	High	Continue
Offer grant-writing assistance and technical support for improvements in priority locations.	SMCOE, TA, and Public Health	N/A	High	Continue
Assist school and community members in identifying and addressing unsafe conditions.	C/CAG	SMCOE, Public Health, and local governments	High	Continue

Objective/Action	Lead	Support	Priority	Feasibility
Support provision of sufficient, secure and conveniently located bicycle parking, skateboard and scooter storage facilities at schools.	TA and C/CAG	SMCOE, TA, and school districts	High	High

Objective 1.2: Promote active transportation culture across the county

Develop and distribute walk and bike maps to publicize suggested routes to schools.	SMCOE	C/CAG, local governments, SRTS Coordinators, schools	Medium	Medium
Support emerging high school youth engagement through bike shed programs, working with Green Teams and other youth groups, and involving youth in walk audits to learn about planning careers.	SMCOE, TA, and C/CAG	High schools, TA, MTC's Spare the Air Youth	High	Continue
Develop and disseminate outreach materials focused on educating parents and caregivers to improve driver behavior near schools.	SMCOE	School districts, schools, SRTS coordinators	High	Medium
Develop and disseminate outreach materials focused on educating people driving near schools to improve behavior.	SMCOE	Local governments, SRTS coordinators	High	Long term
Provide bicycle and pedestrian safety education to more students throughout San Mateo County.	SMCOE	SRTS coordinators, school districts, and education partners	Medium	Long term
Develop, disseminate, and provide a repository for success stories, walk audit reports, and other resources.	SMCOE, Public Health, and TA	C/CAG, local governments, consultants	High	Continue

Objective/Action	Lead	Support	Priority	Feasibility
Share an annual report or infographics that captures SRTS participation, activities, mode shift, new programs, new infrastructure, and other information, in order to track progress and to encourage more schools and cities to take on SRTS.	SMCOE	Local government, consultants, Public Health	Medium	Medium

Objective 1.3 Promote and facilitate use of public transportation among school families

Coordinate between SamTrans and school districts, and schools to provide timely and sufficient buses for students to get to school.	SMCOE and SamTrans	School districts, SRTS coordinators	High	Continue
Promote transit pass purchasing through the TA's new Alternative Congestion Relief and Transportation Demand Management Program and/or the recently-piloted SamTrans youth unlimited pass.	TA, SamTrans	SMCOE, local governments, C/CAG, SRTS coordinators	High	High
Develop and disseminate transit engagement, outreach, and educational materials that support families taking the bus.	SamTrans	SMCOE, SRTS coordinators	Low	Medium
Develop goals and actions to guide outreach and engagement with schools.	SamTrans	SMCOE, Public Health	Medium	High

Goal 2. Develop a sustainable Safe Routes to School program in San Mateo County.

Objective/Action	Lead	Support	Priority	Feasibility
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Objective 2.1: Build local partners' capacity to implement SRTS

Host annual SRTS Summit, quarterly SRTS Coordinator meetings, and quarterly Community Advisory Committee meetings, other opportunities to share best practices and lessons learned between practitioners.	SMCOE	Local governments, SamTrans, SRTS coordinators	High	Continue ¹
Provide funding for local jurisdictions, school districts, and other partners to deliver programs with a focus on supporting priority populations in communities	SMCOE	C/CAG	High	Continue ²
Develop an onboarding toolkit/orientation process for new SRTS staff and partners to connect them to SRTS practitioners and resources	SMCOE	SRTS coordinators	High	High
Convene meetings and coordinate with schools and their municipalities to promote collaboration efforts.	SMCOE	SRTS coordinators	High	Continue
Provide a mechanism for SRTS coordinators to correspond with each other on specific topics.	SMCOE	SRTS coordinators	Medium	High
Coordinate with municipalities to enact slow streets programs near schools.	C/CAG and SMCOE	Local governments, SRTS coordinators	High	Medium
Provide professional development opportunities for SRTS partners, including options for remote learning for coordinators who may have difficulty traveling or attending in-person training sessions.	SMCOE	Local governments, SRTS coordinators	Medium	Continue

¹ While SMCOE has hosted these meetings for the last several years, the quarterly SRTS Coordinator meetings will be paused in fall 2022 due to the funding gap.

² Similarly to above, while SMCOE regularly provides funding to local communities, that service will be paused in fall 2022 due to the gap in funding.

Objective/Action	Lead	Support	Priority	Feasibility
Offer League Certified Instructor (LCI) trainings to support more vendors who are qualified to deliver SRTS education services.	SMCOE	N/A	Medium	Long term
Provide funding to support a SRTS Coordinator in every school district, with least half-time capacity to support programming.	C/CAG	N/A	High	Long term
Encourage cities to locally fund SRTS Coordinators who can support Travel Demand Management (TDM) programs, implement citywide Safety Campaigns, coordinate infrastructure planning and implementation, and collaborate with the SMCOE SRTS program or team.	C/CAG	SMCOE, local governments, SRTS coordinators, consultants	Medium	Long term

Objective 2.2: Increase outreach and awareness of SRTS countywide

Continue developing and promoting regular events (including International Walk to School Day, Ruby Bridges Walk to School Day, Earth Day, National Bike to School/Walk and Roll Day, and others) promoting sustainable transportation options.	SMCOE	Local governments, SRTS coordinators	High	Continue
Convene at least annually and coordinate between countywide agencies involved in SRTS efforts.	SMCOE	C/CAG, TA, Public Health, SamTrans	High	High
Build partnerships with other movements with shared goals such as traffic safety (Vision Zero, etc.), health equity (San Mateo County Health, etc.), San Mateo County schools, youth-based transportation justice (Transportation Equity Allied Movement), and climate change (Environmental Literacy and Sustainability Initiative, etc.). This includes sharing content through partner channels and developing consistent and coordinated messaging.	SMCOE	Local governments, SRTS coordinators	High	Continue

Goal 3. Deliver the Safe Routes to Schools program with an equity lens.

Objective/Action	Lead	Support	Priority	Feasibility
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Objective 3.1: Create program options that reflect the needs of individual schools and communities

Strengthen and expand culturally relevant outreach, communication, and program materials for equity priority populations, such as turnkey toolkits for delivering SRTS activities and events.	SMCOE	Public Health, other partners	High	Continue
Invest resources in partners, program activities, training, and technical assistance to reach communities of color and other equity priority communities including families with limited financial resources, new immigrants, English language learners, people with disabilities, and other historically marginalized communities.	SMCOE	C/CAG, Public Health	High	Continue
Offer trainings and require practices that include students with disabilities, cultural hairstyles or dress that may require modifications, and other adaptive curriculum.	SMCOE and education partners	Public Health	Medium	Medium
Consider modifications to grant programs and alternative ways of supporting local governments or equity priority communities that best meet their needs (potentially including extending to a two-year grant cycle, SMCOE hiring SRTS Coordinators to serve multiple districts, SMCOE or another countywide agency holding a centralized vendor contract, etc.)	SMCOE	TA	High	Long term

Objective 3.2: Support innovation to continue developing new SRTS initiatives and reach new audiences

Continue to support innovative ideas to encourage school commute mode shift to active transportation by directly funding initiatives, offering staff time to support, and/or hosting meetings to further initiatives.	SMCOE	Local governments, SRTS coordinators	High	Long term
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Objective/Action	Lead	Support	Priority	Feasibility
Crowdsource ideas, activities, resources, and questions from project partners, and research and stay aware of trends and innovation in SRTS.	SMCOE	Local governments, SRTS coordinators	Medium	Long term
Support local innovation with technical assistance and funding as available, and develop resources, trainings, and implementation toolkits to bring successful innovations countywide.	SMCOE	N/A	High	Long term
Provide flexible grants, funding strategies, and implementation technical assistance to local partners to develop and pilot innovative programs, considering incentivizing parent volunteerism, small 'sponsorship' funding opportunities, simplifying contracting for SRTS services, and funding non-transportation services such as marquis boards used for safety messaging.	SMCOE and C/CAG	N/A	Medium	Long term

Objective 3.3: Provide additional support and capacity to equity priority communities

Provide additional support to schools serving equity priority communities and districts that may have limited volunteer capacity.	SMCOE and C/CAG	Local governments, SRTS coordinators	High	Continue
Seek additional funding to reduce barriers to participation by connecting students with limited resources with free or low-cost helmets and skills classes.	SMCOE	Varies	High	Continue
Offer internship opportunities to graduating high school students in equity priority communities.	SMCOE	Varies	Medium	Medium

Goal 4. Measure progress, evaluate impacts, and continually improve the SRTS Program.

Objective/Action	Lead	Support	Priority	Feasibility
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Objective 4.1: Formalize a framework for data collection and data sharing

Survey SRTS partners and track implementation quarterly via vendor reporting to measure progress and identify challenges and opportunities.	SMCOE	N/A	High	Continue
Inventory and review existing SRTS evaluation tools; refine or remove tools that are not currently effective, impactful, or easy to use (i.e. conduct student travel tallies only once per year), and identify data gaps and opportunities for new evaluation tools to measure and communicate program impacts over time, particularly equitable and inclusive implementation of SRTS.	SMCOE and C/CAG	N/A	Medium	High
Pilot equity-focused evaluation tools (e.g., text-based surveys, in-language focus groups) in diverse communities to ensure materials work in a wide variety of communities; refine data collection instruments and processes.	SMCOE and C/CAG	N/A	Medium	Long term
Explore and fund innovative and sustainable solutions to track mode usage and shift, and reduce survey burden on parents/caregivers and school staff. ³	SMCOE	Public Health, TA, C/CAG	Medium	Medium

Objective 4.2: Establish, track, and evaluate shared countywide SRTS program performance measures

Establish baseline data and benchmarks for performance measures, and review data collection methods to collect consistent information from participating schools and partners.	SMCOE and C/CAG	SRTS coordinators, SRTS educators, consultants	High	High
Continually evaluate the program and celebrate successes via an Annual Report that summarizes the year's achievements within the context of this Strategy's goals and objectives, as well as presenting progress towards established benchmarks.	SMCOE	SRTS coordinators, SRTS educators, consultants	High	Continue

³ An example is the <https://decisioninsite.com> service, which is used in Redwood City and provides enrollment and attendance information.

Objective/Action	Lead	Support	Priority	Feasibility
Compile a five-year Evaluation of the San Mateo County SRTS program and revise the SRTS Strategy every five years, with input from SRTS partners.	SMCOE and C/CAG	SRTS coordinators, SRTS educators, consultants	Medium	Continue
Present annual updates on the comprehensive SRTS program (both education/encouragement activities and infrastructure/planning funding), with highlights for each San Mateo county jurisdiction.	SMCOE and TA	C/CAG, local governments	High	High

Implementation

When new, unexpected opportunities arise, SMCOE and C/CAG staff should consider whether and how the activities fit into this structure of goals and objectives, which is intended to be flexible enough to accommodate new needs, funding streams, and partnerships. Connecting back to this structure will clarify to SRTS partners and community members how these new activities help accomplish the San Mateo County SRTS goals.

Performance Measures

The San Mateo County SRTS program can use a modified [Results-Based Accountability \(RBA\)](#) to clearly and simply articulate the programs' accomplishments, evaluate the impacts, and consider the equity implications. This framework accommodates the complexity of a multi-district, multi-city SRTS program while offering a clear and accountable way of analyzing the program's performance.

The modified RBA framework for SRTS organizes performance measures around three questions:

- What did we do?
- How well did we do it?
- Is anyone better off?

This framework is intended to be user-friendly, accommodate a range of available data, and provide actionable next steps.

Establishing countywide performance measures, baselines, and benchmarks will also assist San Mateo County leaders and partners to track progress toward the overall goals. Implementation of the Strategy depends on continuing collaboration among SRTS partners, focusing on equitable actions and outcomes, and expanding the movement through strategic partnerships and activities. Table 2 outlines performance measures that will enable SMCOE and C/CAG to track progress toward goals and to communicate accomplishments to decision-makers and the broader community. Program staff may want to add or remove specific measures to align with activities as they are delivered year-to-year.

Table 2. Performance Measures

What did we do?	How well did we do it?	Is anyone better off?
<ul style="list-style-type: none"> Amount of funding used by schools and districts in support of SRTS activities. 	<ul style="list-style-type: none"> Number of schools involved with SRTS. Number of school districts with staff designated to support SRTS (both with grant funding and SMCOE staff or contractors hires to support specific districts). Progress completed toward goal of reaching all school districts (districts with any staff divided by 23 total districts). Demographics of participating school districts, focused on Title 1 schools and schools serving equity priority communities. 	<ul style="list-style-type: none"> Feedback from school and district staff about the role of SRTS team in supporting local activities. Success stories emerging from coordination between cities, schools, and districts. Feedback from caregivers, including those who identify as Black, Indigenous, or People of Color (BIPOC).
<ul style="list-style-type: none"> Number of infrastructure projects supported. Number of walk audits and assessments completed. Number of cities supported through the school travel fellowship. TA grants distributed. 	<ul style="list-style-type: none"> Progress completed toward providing walk audits to all schools in the county. Number/percent of identified SRTS improvements included in grant applications or funded by local communities. Number of demonstration projects or other quick-build projects implemented. 	<ul style="list-style-type: none"> Feedback from caregivers and school/district staff about the improved built environment around schools. School policies or programs initiated in support of walking, biking, and using transit. City partnerships strengthened to support active transportation projects and programs.

What did we do?	How well did we do it?	Is anyone better off?
<ul style="list-style-type: none"> Number and type of education and engagement activities offered countywide, number of students and families engaged. 	<ul style="list-style-type: none"> Increase in number, type, and participation in education and engagement activities. Degree of satisfaction with activities among school and district staff, students, and other partners. 	<ul style="list-style-type: none"> Mindset shift for students and/or caregivers toward walking/biking as safe and desirable modes, especially those who live in equity priority communities. Skill-building and safer behaviors. Long term: Reduced crashes involving youth walking or biking. Long term: Increased walking, biking, and transit use among students.
<ul style="list-style-type: none"> Number of new SRTS resources developed and provided online (downloadable content). Number of webinars with speakers hosted 	<ul style="list-style-type: none"> Number of downloads; newsletter open rates.ⁱⁱ Quantity of resources printed and delivered; materials requests. New content that is e-reader accessible, available in multiple languages. Degree of satisfaction with resources among users. 	<ul style="list-style-type: none"> Resources and events incorporated into typical yearly programming. Partners' feedback and capacity-building

ⁱ Note that some SRTS champions are school-based and do not serve their entire district.

ⁱⁱ Number of downloads may be tracked using Google Analytics; information about how to track that information via Google Tag Manager is available [here](#) (see Method 3). This method is specifically designed for PDFs, but can be adapted to include any file types by including those file extensions in the "rule" setup it describes.

Data Sources and Data Collection

Table 3 outlines recommended methods for collecting the data as listed in Table 2 above. New data sources focus on techniques to better reach communities with limited financial resources and understand their needs, such as targeted focus groups and text-based surveys. Other recommended techniques involve low-effort data collection methods such as tracking website hits and downloads.

Table 3. Data Collection Methods

Measure(s)	Data Sources - Existing	Proposed New Data Sources to Supplement Existing Sources
Relative staffing support for SRTS by school district, particularly in districts serving equity priority populations	<ul style="list-style-type: none"> • SMCOE funding records • Demographic data by district • Parent/caregiver survey 	<ul style="list-style-type: none"> • Administrator survey • Administrator interviews and/or focus groups • Parent/caregiver text-message based survey
Relative participation in SRTS education and engagement activities, particularly equity priority populations	<ul style="list-style-type: none"> • SMCOE activity tracking • Demographic data by school 	<ul style="list-style-type: none"> • Participant or school survey • Instruments listed above
Number of available resources/trainings	<ul style="list-style-type: none"> • SMCOE activity tracking 	<ul style="list-style-type: none"> • Website visits • Website downloads • Website user survey
Mode split and mode shift of students walking and biking to school	<ul style="list-style-type: none"> • Student travel tallies • Parent/caregiver survey 	<ul style="list-style-type: none"> • Administrator survey • Bike rack counts during bike promotion events • Student home location data (typically collected by school districts) • Boarding/alighting data for school-oriented transit routes collected by SamTrans
Awareness of and support for SRTS initiatives	<ul style="list-style-type: none"> • Parent/caregiver survey 	<ul style="list-style-type: none"> • Parent/caregiver text survey

Countywide SRTS Funding Sources

As of 2022, the countywide San Mateo County SRTS program is funded on an on-going basis via direct allocation through a variety of sources:

- The C/CAG-sponsored [Measure M](#) imposed an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs. The SRTS program receives 6% of Measure M funds.
- The TA administers [Measure W](#), which includes funding that SMCOE administers in partnership with the TA through the existing Countywide SRTS grant program. The TA Strategic Plan 2020-2024 dedicates 2.5% of the Bicycle and Pedestrian Program funds for SRTS special projects and infrastructure improvements.
- Metropolitan Transportation Commission (MTC)'s [One Bay Area Grant Cycle 3](#) (OBAG3), which is federally funded by the Federal Congestion Mitigation and Air Quality (CMAQ) 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](#) (BIL). C/CAG has set-aside funding for the SRTS Program under MTC's OBAG 3 Program, which will be administered through SMCOE.

In addition, SRTS staff have successfully applied for the following grants, which enable them to provide more services to more communities:

- **California Active Transportation Program Cycle 1:** In 2014, SMCOE won a California Active Transportation Program (ATP) grant, which funded the development of the Safe Routes for Health and Wellness (SR-FHW) campaign in 2018-2022. SR-FHW seeks to create and foster a culture of active transportation at underserved schools in San Mateo County. This funding made standards-aligned curriculum available to all schools in San Mateo County, and fostered stronger communication and partnerships between city/county personnel and their respective schools.
- **California Office of Traffic Safety:** SMCOE has successfully received this grant for four years in a row, and staff submitted for the 2022-23 school year. This grant has allowed the program to focus on equity priority schools in areas of the county with limited financial resources where the majority of students receive free and reduced lunch. Students in low-income areas often walk and bike to school out of necessity. The OTS grant has enhanced the equity lens of the Safe Routes to School program by providing more access to education and encouragement, community engagement, walk audit assessments, and free bike helmets to schools with a high rate of bike/pedestrian collisions within ¼ mile radius of the school, and high rates of poverty.

Table 4 provides an overview of funding opportunities that are regularly available or upcoming, which are applicable to Countywide SRTS efforts. For funding sources applicable to local cities, school districts, and schools, see www.smcoe.org/srts.

Table 4. Potential Funding Sources for Countywide SRTS Education and Outreach Efforts

Funding Source	Administrator	Timeline	Details	Eligibility	Assessment
Highly Likely Competitive Funding Sources					
Pedestrian and Bicycle Safety Grants	Office of Traffic Safety (OTS)	Application due January 31st 2022 ; <i>annual cycles</i>	Funds safety-related projects in areas with demonstrated need based on crash data; pedestrian and bicycle safety are a priority area.	Public entities may apply for education projects and pay for personnel time	Possible short-term option.
Active Transportation Program (ATP)	Caltrans	Application due June 15th 2022 ; <i>biannual cycle with a possible additional cycle</i>	A combination of state and federal funds that aim to increase the proportion of people walking and bicycling.	Infrastructure and non-infrastructure	Possible medium-term option.
Safe Streets and Roads for All (SS4A)	USDOT	Application due September 15, 2022	Grants to prevent roadway deaths and serious injuries. Includes Action Plans, or Implementation Grants (including SRTS activities)	"political subdivision of a State or territory" and a multi-jurisdictional group of entities	Potentially a good match with recent youth-based HIN analysis
Spare the Air Youth	Metropolitan Transportation Commission	Services are available on an ongoing basis; high school funding is sporadic	Supports SRTS programs throughout the Bay Area with free mobile bike repair, family biking clinic and additional programs to expand the high school SRTS program.	Limited free programs are allocated by county, all schools are eligible	Likely an option to fund a few annual events.

Funding Source	Administrator	Timeline	Details	Eligibility	Assessment
Less Likely Funding Sources					
Transformative Climate Communities Program (TCC)	California Strategic Growth Council/ CA Department of Conservation	Final applications due July 1, 2022	TCC empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution.	Prioritizes neighborhoods in the top 25% CalEnviroScreen – parts of San Bruno and South San Francisco may qualify	Large (\$35M) or planning grant; few available – no larger than 5 square miles.
Sustainable Communities Grants	Caltrans	Approximate application deadline October 2022	Funds are awarded via competitive grant application to MPOs with a sub-applicant for transportation planning projects.	Funds studies and plans only	Funds SRTS planning, not staff time.
Community Placemaking Grant	Project for Public Spaces	Current cycle is closed – future deadlines not yet announced	Grants address inequality of access by working directly with local stakeholders to transform public spaces or co-create new ones. Grants may include direct funding, technical assistance, and capacity building.		May fund demonstration projects.