



Safe Routes to BART (SR2B) Grant Program Cycle 3 Update

August 31, 2023

TRANSPAC TAC Meeting



BART Station Access Policy Goals



A. Safer, Healthier, Greener

Advance the region's safety, public health, and greenhouse gas (GHG) and pollution-reduction goals.



B. More Riders

Invest in station access to connect more riders cost effectively, especially where and when BART has available capacity.



C. More Productive and Efficient

Manage access investments, programs, and current assets to achieve goals at the least cost.



D. Better Experience

Be a better neighbor, and strive for an excellent customer experience, including on the first and last mile of the trip to and from BART stations.



E. Equitable Services

Invest in access choices for all riders, particularly those with the fewest choices.



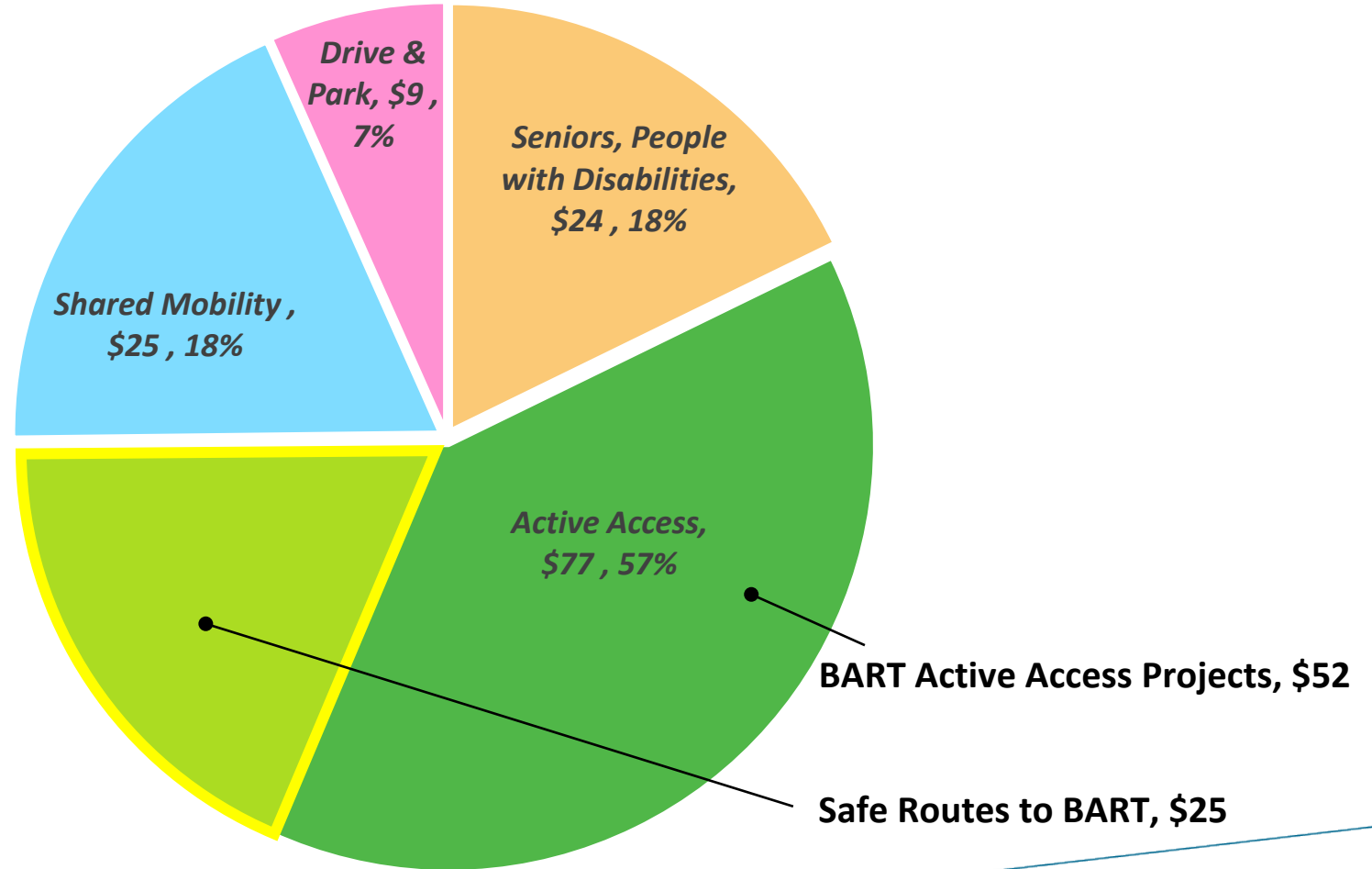
F. Innovation and Partnerships

Be an innovation leader, and establish durable partnerships with municipalities, access providers, and technology companies.

BART Board adopted June 9, 2016

Intended Allocation by Mode (\$135 M)

- Access program is 4% of \$3.5 B Measure RR funds
- Invest to meet:
 - Station Access Policy Goals
 - Mode share targets



Safe Routes to BART Program

- Overview
 - Fund active access capital projects on city and county streets that support BART's Station Access Policy
- Program Goals
 - **Project readiness** to quickly deliver projects that help riders access BART
 - **Leverage** funding from other sources
 - **Connectivity and mode shift** that transitions riders away from driving in favor of walking and biking
 - **Customer experience** enhancements that enrich rider comfort, personal safety, and sense of place
 - **Equitable** access for disadvantaged communities
 - **Complete communities** that promote transit-oriented development
 - **Partnership** with local agencies to create more sustainable communities

SR2B Cycles

Call for projects

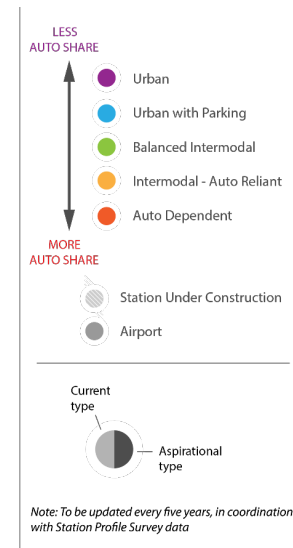
- Cycle 1: May 2020
- Cycle 2: January 2023

Awards: \$500K to \$1.5M

Added requirement in Cycle 2

- Proof of authority over right-of-way to implement project elements

Cycle	Project	Agency
1	Iron Horse Trail Bridge	Dublin
1	5th Street Improvement	SFMTA
1	Ped/Bike Connectivity	Pittsburg
1	Walnut/Liberty Protected Intersection	Fremont
2	Complete Streets Improvement	El Cerrito
2	Walnut Ave Bikeway Phase II	Fremont



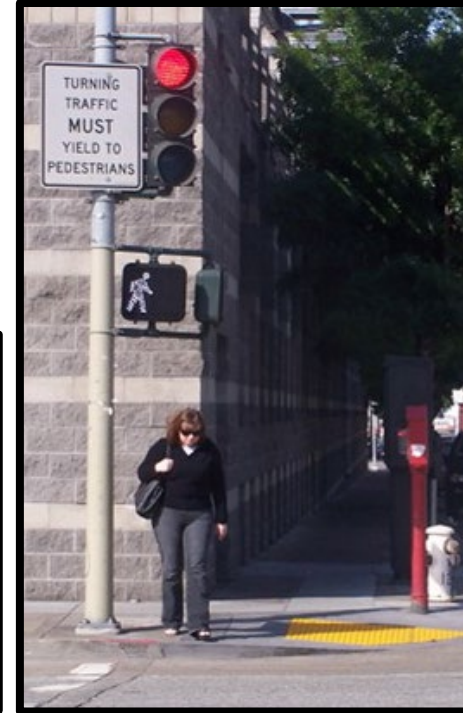
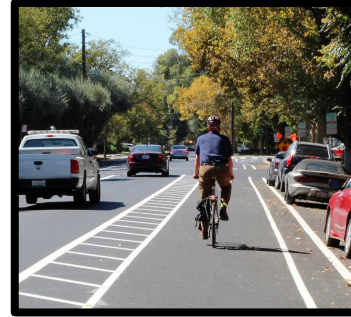
SR2B Cycle 3 Basics

- Funding
 - Cycle 3/Final Cycle: ~ **\$16M**
 - Funding awards between **\$0.5M and \$3M**
 - Funds must be used for **construction or construction management**
- Proposed Project
 - 1 submission/applicant/cycle
 - Co-sponsoring with one or more agencies allowed
 - Project types
 - Walking and/or biking improvements per BART station
 - One intervention that covers two or more stations (lighting is an example)
- Successful applicant's responsibilities
 - Permitting, environmental, construction, operations and maintenance

Eligibility

- Applicants must:
 - Be public agencies in Alameda, Contra Costa and San Francisco counties
 - Have a **minimum match** for the Proposed Project of **30%**, not including staff time
 - Have proof of authority over elements of Proposed Project requesting SR2B funds
 - Demonstrate support within their agency and from the community
 - Demonstrate support from a Citizen Committee or Advocacy Organization
 - Have a funding plan for the Proposed Project
- The Proposed Project must:
 - Be located fully within Alameda, Contra Costa and San Francisco counties
 - Help meet BART adopted goals and targets
 - Have design review construction documents completed to **at least 35%**
 - Have a delivery plan with schedule and major milestones
 - Up to 3.5 years of award date
 - Up to 1.5 years from construction NTP
- Proposed Projects may be part of a larger project

Eligible Improvements and Examples



Eligible Costs

- Eligible costs
 - Construction only
 - May include construction management
 - Directly related material, equipment rental
 - Fixtures (permanently affixed)
 - Labor charges directly related to construction
 - Permit fees
- Ineligible costs
 - Work conducted prior to funding agreement
 - Feasibility and planning studies
 - Design
 - Operations & maintenance
 - Costs not directly related to construction
 - Equipment that can be moved (computers, chairs)
 - Grant administration

Application Evaluation Criteria

Selection Criteria	Station Access Policy Goals	Weight
A. Project Readiness	C. More Productive & Efficient	20%
B. Leveraged Funding	C. More Productive & Efficient	10%
C. Connectivity and Mode Shift	A. Safer, Healthier, Greener B. More riders D. Better Experience	20%
D. Customer Experience, Safety and Security	D. Better Experience	15%
E. Equitable Access	E. Equitable Services	15%
F. Complete Communities	D. Better Experience B. More riders	10%
G. Partnerships	F. Innovation & Partnerships	10%

SR2B Cycle 3 Schedule (Tentative)

- Inquiry Forms were due August 10
- Call for Projects: Late September 2023
- Pre-Application Webinar/Q&A period: October 2023
- Application Deadline: November 2023
- Award notice: Winter 2023/24
- Funding agreements: Winter/Spring 2024

Visit www.bart.gov/sr2b for more info
Email: sr2b@bart.gov

