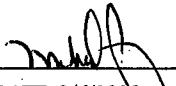
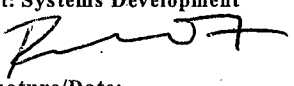
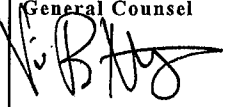

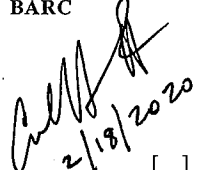




EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  2/19/2020		GENERAL MANAGER ACTION REQ'D:		
DATE: 2/6/2020		BOARD INITIATED ITEM: No		
Originator/Prepared by: Rachel Factor Dept: Systems Development  Signature/Date: 2/18/2020	General Counsel  2/18/20 []	Controller/Treasurer  2/19/2020 []	District Secretary []	BARC  2/18/2020 []
Status: Routed		Date Created: 2/6/2020		

Safe Routes to BART (SR2B) Grant Program

PURPOSE:

To authorize the General Manager to administer the Measure RR-funded Safe Routes to BART (SR2B) Grant Program through capital project funding agreements for an aggregate amount not to exceed \$25,000,000.

DISCUSSION:

As ridership grows, the District's goal is to encourage patrons to become less reliant on driving and parking at stations and to walk or bike to access BART stations. BART's 2016 Board-adopted Station Access Policy aims to increase BART's walk and bike access mode shares from 44% in 2015 to 52% by 2025.

The Measure RR General Obligation (GO) Bond includes \$135 million (4% of the \$3.5 billion bond) to deliver capital projects to expand opportunities to safely access BART stations. \$77 million of this amount has been tentatively allocated for the development and construction of Active Access (walking and bicycling) projects.

Recognizing that local jurisdictions may improve active access through infrastructure improvements to municipal facilities that demonstrate a clear nexus to BART station access, BART has set aside \$25 million of the \$77 million allocated to Active Access for the Safe Routes to BART (SR2B) Grant Program.

As previously presented to the Board in May 2017, March 2018 and October 2019, the

SR2B grants will assist local jurisdictions and partner agencies with the implementation of active transportation capital projects primarily off BART property to support BART's Station Access Policy goals, expand station access choices and to improve overall rider access to the BART system.

Approximately \$5 million in Measure RR funds will be made available during the first grant cycle with funding disbursements ranging between \$0.5 million and \$1.5 million per funding agreement with local jurisdictions and partner agencies from Alameda, Contra Costa and San Francisco counties. Projects must comply with the General Obligation Bond rules and BART's commitments to the public. Depending on the outcome of the first cycle of grant funding, BART staff will launch one or more cycles of the grant program.

Recipients that have small business programs designed to encourage and facilitate the participation of small businesses in its contracts shall be required to implement those programs on all contracts funded the SR2B program. To the extent that a recipient does not have a small business program, it will be required to encourage small business participation on all contracts funded by SR2B funds. The recipient will be responsible for including a report of all awards and payments to small businesses (whether as a Prime or Subcontractor) with each invoice to BART.

A Selection Committee made up of BART staff and external participants will review project proposals and determine which projects best meet the goals of the SR2B Program by evaluating the proposed projects against the policy and technical criteria directly linked to the Board-Adopted 2016 Station Access Policy and Performance Targets identified below:

Key Criteria	Details
1 Connectivity and Mode Shift	Enhance customer experience through improved connectivity for pedestrians and cyclists to safely access BART stations with potential to shift people from driving and parking to walking and biking.
2 Project Readiness	The project is "shovel ready" in that they are nearly complete with finished design but have a funding gap. Project is a permanent improvement that will likely be completed within 3 years of grant award.
3 Partnerships	Collaborate with local partners to create more sustainable communities
4 Equitable Access	Provide equitable access for disadvantaged communities.
5 Customer Experience, Personal Safety and Security	Enhance personal safety and security; add to user comfort and sense of place.
6 Complete Communities	Promote Transit-Oriented Development (TOD) and

	complete communities.
7 Leveraged Funding	Project has all other funding necessary to deliver the project or a realistic plan to do so.

The Office of General Counsel will approve the SR2B funding agreements as to form prior to execution.

FISCAL IMPACT:

Funding in the amount of \$24,600,000 for the Safe Routes to BART Grant Program is included in the total Project budget for FMS #57RR101 – Safe Routes to BART Program.

The table below lists funding assigned to the referenced project and is included to track funding history against spending authority. Funds needed to meet this request will be expended from the following sources:

Fund Source	Amount
Measure RR	\$25,000,000
Total	\$25,000,000

As of 02/06/2020, \$25,000,000 is the total budget for this project. BART has expended \$351,964, committed \$39,346, and reserved \$0 to date. This action will commit \$24,600,000 leaving an available fund balance of \$8,690 in these fund sources for this project.

The Office of the Controller/Treasurer certifies that funds are currently available to meet this obligation.

This action is not anticipated to have any Fiscal Impact on unprogrammed District Reserves.

ALTERNATIVES:

To not authorize the execution of the Measure RR Safe Routes to BART. Failure to authorize will limit the number of access improvement projects BART can make to improve connectivity to BART stations.

RECOMMENDATION:

Adoption of the following motion:

MOTION:

To authorize the General Manager to administer the Measure RR-funded Safe Routes to BART (SR2B) Grant Program through capital project funding agreements for an aggregate amount not to exceed \$25,000,000.