



Safe Routes to BART Grant Program



BART Board of Directors
February 27, 2020



Measure RR: Safe Routes to BART Grant Program

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

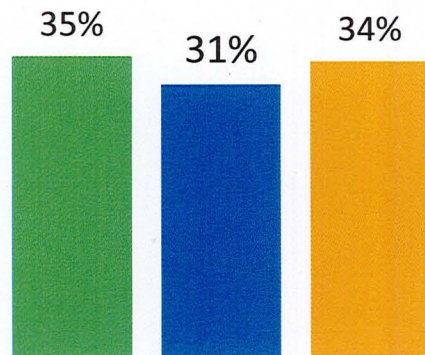


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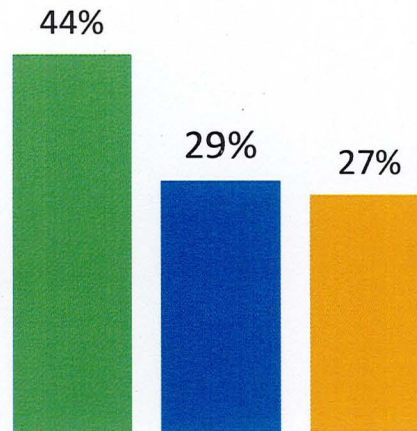
Access Mode Share Targets (home-based trips)



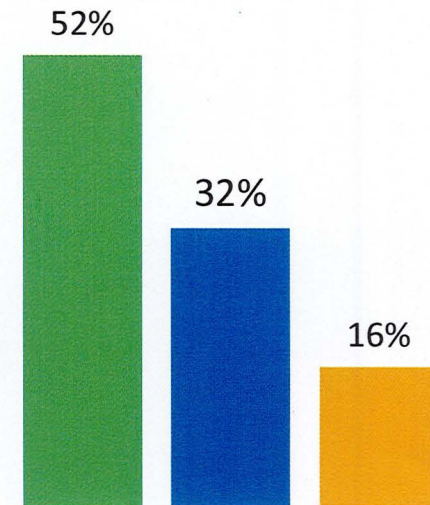
2008 ACCESS MODE SHARE



2015 ACCESS MODE SHARE



2025 TARGET ACCESS MODE SHARE



Active Access: Walk, Bike

Shared Mobility: Transit, Shuttle, TNC, Drop-Off, Carpool

Drive & Park: Drive Alone




Source: 2008 and 2015 Station Profile Survey Data



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Measure RR



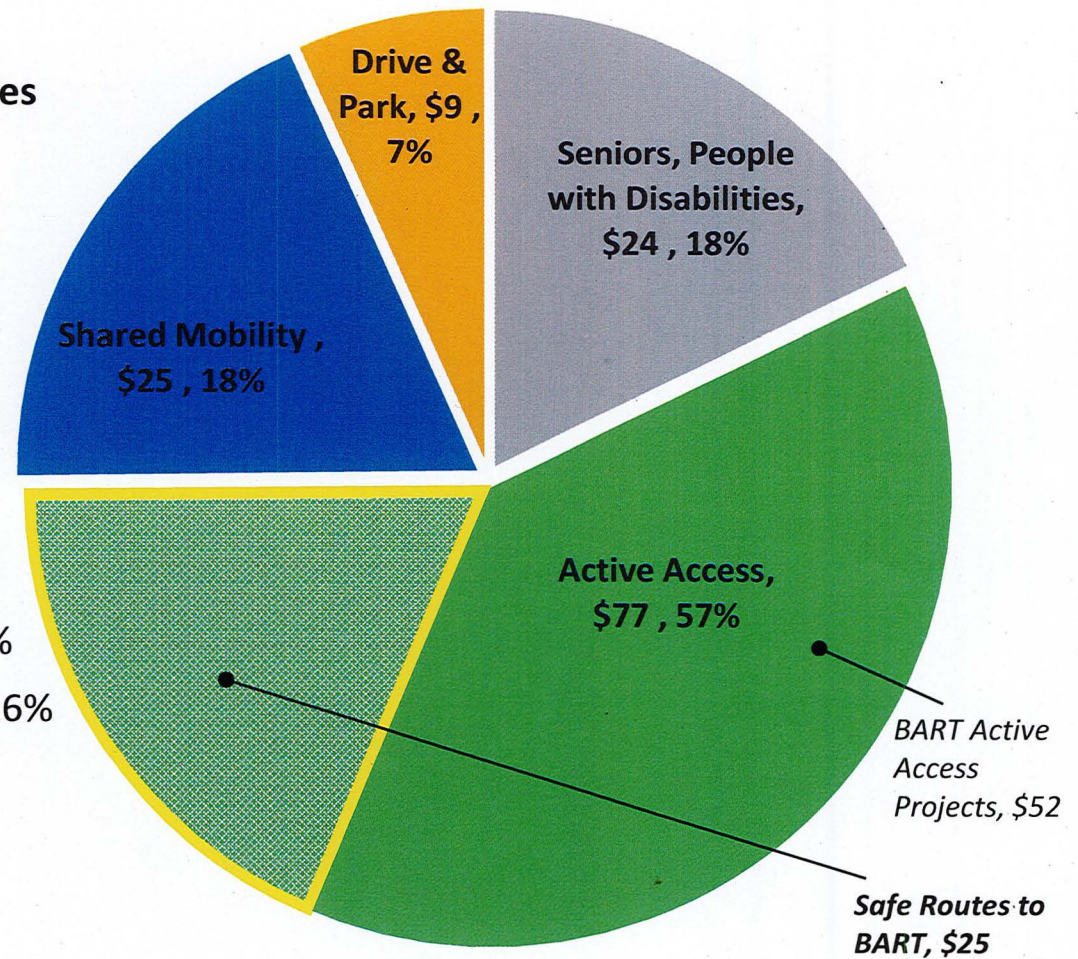
Revised Draft Summary of Investments	\$ Millions	% of Total Bond	Benefits		
			 Safety	 Reliability	 Crowding + Traffic Relief
REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE	\$3,165	90%	✓	✓	✓
Renew track	\$625	18%	✓	✓	
Renew power infrastructure	\$1,225	35%	✓	✓	
Repair tunnels and structures	\$570	16%	✓	✓	
Renew mechanical infrastructure	\$135	4%	✓	✓	
Renew stations	\$210	6%	✓	✓	✓
Replace train control and other major system infrastructure to increase peak period capacity	\$400	12%	✓	✓	✓
RELIEVE CROWDING, REDUCE TRAFFIC CONGESTION AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS	\$335	10%	✓	✓	✓
Design and engineer future projects to relieve crowding, increase system redundancy and reduce traffic congestion	\$200	6%		✓	✓
Expand opportunities to safely access stations	\$135	4%	✓	✓	✓
TOTAL	\$3,500	100%			



Intended Allocation by Mode (\$135 M)



- Access program is 4% of \$3.5 B Measure RR funds
- Invest to meet 2016 Access Policy objectives
 - Safe, healthier Greener
 - More Riders
 - More Productive and Efficient
 - Better Experience
 - Equitable Services
 - Innovation and Partnerships
- Invest to meet mode share targets
 - Increase active access from 44% to 52%
 - Decrease parking access from 27% to 16%





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Funding + Partnership



Leverage

- County Sales Tax Measures (Measure J, Measure BB, Prop K, etc.)
- MTC Lifeline, RM2, RM3, One Bay Area Grant (OBAG), ATP
- Regional/County Transportation Fund for Clean Air Regional Fund (TFCA) funds
- California Cap-and-Trade (SB1)
- Affordable Housing + Sustainable Communities Program (AHSC)

Local Partnerships

- With cities, counties and state
- Funding Match
- Land use control
- Project Delivery



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Safe Routes to BART Program



Overview: Help partner agencies implement active transportation capital projects off BART property to support BART's Access Policy, expand station access choices and make it safer and easier for all riders to use the system.

Program Goals:

1. **Project Readiness:** Deliver near-term, enduring active access improvements to real property that demonstrate a clear nexus to a BART station.
2. **Mode Shift:** Expand opportunities to access BART stations with potential to shift people from driving and parking to walking and biking.
3. **Stakeholder Support:** Collaborate with local partners to create more sustainable communities.
4. **Equitable:** Provide equitable access for disadvantaged communities.
5. **Safety:** Enhance personal safety and security; add to passenger comfort and sense of place.
6. **Complete communities:** Promote Transit-Oriented Development (TOD).
7. **Leverage:** Leverage other funding sources to deliver improvements.



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Outreach for Program Development



- Meetings with key stakeholders early on for framework development
 - Metropolitan Transportation Commission (MTC)
 - San Francisco County Transportation Authority (SFCTA)
 - Contra Costa Transportation Authority (CCTA)
 - Alameda County Transportation Commission (ACTC)
 - Congestion Management technical advisory committees with representation from all cities in the 3 counties
 - BART Bicycle Task Force (BBATF)
 - BART Accessibility Task Force (BATF)
 - BART Title VI Environmental Justice Task Force
 - Advocacy groups
- Continued outreach after program launch (website, webinars, etc.)



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Safe Routes to BART Program Details



Tentative Launch:

- Winter 2020 with applications due in Spring 2020

Funding:

- Grant program of up to approximately \$25 M
- First cycle: Around \$5 M
- Around \$0.5 M to \$1.5 M/agreement/cycle

Program elements:

- Project sponsors must be public agencies from Alameda, Contra Costa & San Francisco counties
- Projects must be located in the three counties
- Number & frequency of cycles: TBD
- 1 project submission/BART station/applicant/cycle
- Funds must be used for construction phase only
- Monthly reporting required
- BART/Project Sponsor to monitor project success

Commitment from Project Sponsors:

- Minimum Match: 30%
- Minimum of 35% design complete
- Evidence of demonstrated support of governing body and/or executive staff
- Funding plan required
- Delivery plan (schedule & major milestones) required
- Project completion: Up to 1.5 years from construction Notice to Proceed (NTP)

Additional Information:

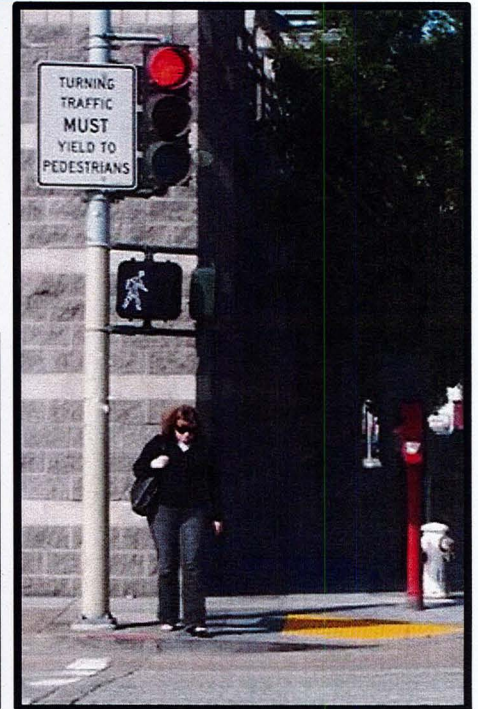
- <https://www.bart.gov/about/planning/safe-routes>



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Eligible Improvements and Examples





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Application Evaluation Process



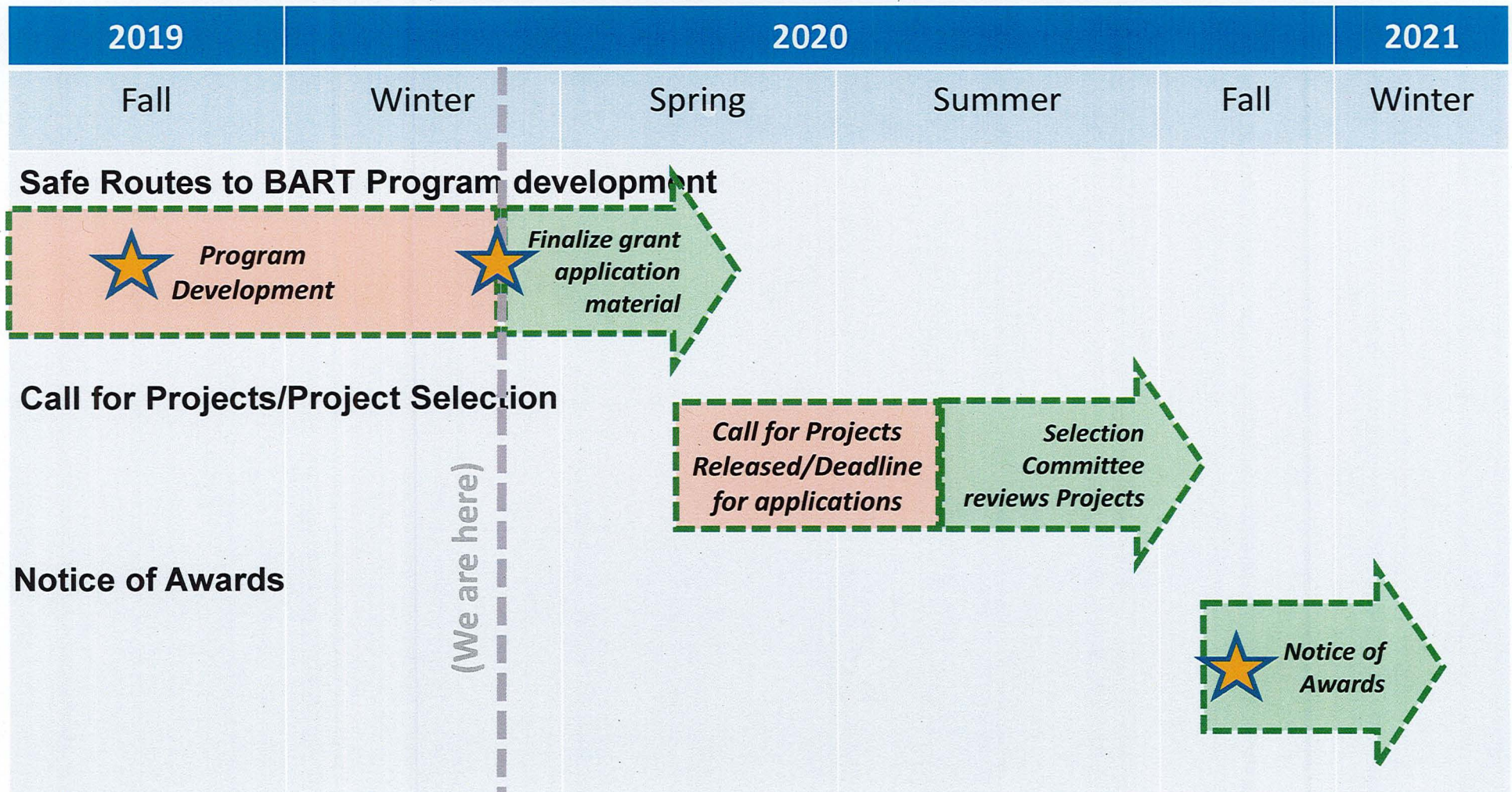
- **Selection committee**
 - BART Staff
 - External: Congestion Management Agencies, bike/ped advocacy groups, equity advocacy groups (1 representative per group per cycle)
- **Criteria**

Station Access Policy Goals		Criteria
1	A. Safer, Healthier, Greener B. More riders D. Better Experience	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	C. More Productive & Efficient	Project readiness
3	F. Innovation & Partnerships	Collaborate with local partners to create more sustainable communities.
4	E. Equitable Services	Provide equitable access for disadvantaged communities.
5	D. Better Experience	Enhance personal safety and security; add to passenger comfort and sense of place.
6	D. Better Experience	Promote Transit-Oriented Development (TOD) and complete communities.
7	C. More Productive & Efficient	Leverage funding sources to complete the project or a realistic plan in place to secure funding



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Schedule/Next Steps



BART Board