

Appendix A: Eligibility and Evaluation Criteria

1 INTRODUCTION AND OVERVIEW

A primary goal of Safe Routes to BART's selection process is to ensure that projects selected for SR2B funds can deliver near-term, tangible benefits to the public as intended by Measure RR. BART has also made every effort to create as user-friendly an application process as possible for the Safe Routes to BART (SR2B) grant program, while ensuring that the process meets the agency's own requirements for quality, efficiency and transparency.

This appendix provides SR2B grant program applicants and other interested parties with a clear understanding of the program's screening requirements and evaluation criteria. Below, prospective applicants will find an outline of the selection process, a detailed review of the eligibility requirements for applicants and proposed projects, an explanation of the technical and policy criteria, and a full list of application questions and documentation requirements.

1.1 SELECTION PROCESS OVERVIEW

After receiving SR2B applications, BART staff will screen applicants and proposed projects for eligibility. Then, a Selection Committee made up of BART staff and external participants will review the proposals.

The Selection Committee will evaluate the proposed projects against the policy and technical criteria outlined in Appendix A, which are directly linked to the Board-adopted 2016 Station Access Policy, also referenced in Appendix A. Once the SR2B Selection Committee scores the project proposals, BART's General Manager will make a final determination of award. Staff will then provide an update to the BART Board.

2 SCREENING CRITERIA

The screening criteria that determine eligibility for Safe Routes to BART are outlined below. Proposed projects must meet all screening criteria in order to be considered for SR2B funding.

2.1 ELIGIBLE APPLICANT CRITERIA

To be eligible for this program, applicant agencies must:

- a. be a public agency within Alameda, Contra Costa or San Francisco counties leading a proposed project that meets the eligible project criteria;

- b. have authority (directly or with written permission from the owner) over the elements of the proposed project requesting SR2B funds, including right-of-way and maintenance and operations;
- c. commit to provide at least 30% of the total proposed project implementation costs (“matching funds”) in funding that has been secured from a non-BART source, not including staff time;
- d. provide a letter of verification of programmed and proposed funding detailed in in Appendix B: Cost Estimate, Funding Plan, Budget Narrative (for example, proof of CIP allocation, grant awards, grant applications);
- e. provide certification, at the time of the SR2B funding agreement, that all complementary fund sources are committed to the proposed project. Funding is generally considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding. Discretionary funds committed to a project may be considered committed as well;
- f. have a funding plan based on an engineer’s estimate of 35% design completed, at a minimum. Applicants should provide an estimate based on the most detailed level of design completed; and
- g. demonstrate municipal support with, at a minimum, a letter from the City Manager or other executive authority. Where applicable, Bicyclist and Pedestrian Advisory Committees (or an equivalent) will be required to provide letters of support.

2.2 ELIGIBLE PROJECT CRITERIA

To be eligible for this program, proposed projects must:

- a. be entirely located within Alameda, Contra Costa, and San Francisco Counties;
- b. deliver near term, enduring, active access infrastructure improvements that demonstrate a clear nexus to access a BART station, by walking and/or biking;
- c. maintain or improve safe and comfortable access for BART’s customers, including those with disabilities, consistent with the SR2B grant program goals.
- d. have a delivery timeframe of up to three and a half years of a fully executed Funding Agreement (per milestones outlined in section 7 Project Implementation below); and
- e. be designed to a minimum of 35% design complete, noting that SR2B funds can only be used for construction activities.

Proposed projects may be part of a larger project that does not meet these requirements, but the elements that utilize SR2B funds must meet all stated grant criteria above.

3 EVALUATION CRITERIA OVERVIEW

In addition to the general screening criteria detailed in Section 2, the SR2B selection process will use criteria specific to its policy and technical goals. The criteria are summarized in Table A below and detailed in the sections that follow.

In evaluating the proposal against the criteria below, BART and other members of the Selection Committee will take numerous factors into account, including project information (project description, design, budget, matching funds, timeline, etc.) and the applicant's answers to specific questions related to each criterion.

Table A: Evaluation Criteria and Weights

	Key Criteria	Details	Weight
1	Project Readiness	The project is "shovel ready:" it is nearly complete with finished design but has a construction funding gap. Project is a permanent improvement that will likely be completed within 3.5 years of grant award.	20%
2	Connectivity and Mode Shift	Enhance customer experience through improved connectivity for pedestrians and cyclists to safely access BART stations, with the goal of increasing the number of people who walk and bike to BART stations	20%
4	Customer Experience, Safety and Security	Enhance personal safety and security, improve user comfort and sense of place.	15%
5	Equitable Access	Provide equitable access for disadvantaged communities.	15%
6	Complete Communities	Promote Transit-Oriented Development (TOD) and complete communities.	10%
7	Partnerships	Collaborate with local partners to create more sustainable communities.	10%
8	Leveraged Funding	Leverage funding sources for project delivery or a realistic plan in place to secure the funding.	10%

4 PROJECT READINESS

Key Criterion: The project is "shovel ready" with finished design but has a construction funding gap. The project is a permanent improvement that will likely be completed in up to 3.5 years of the grant award. **(Weight 20%)**

To score well on this criterion, the proposed project will be asked to show how it will meet the following objectives.

- a. Proposed project is ready for construction and will be complete in 1.5 years from NTP (projects in design that will reach 100% design/bidding documents within 1.5 years are eligible but will score lower).
- b. Environmental review is complete and mitigation strategies are in place.

Applicants will provide a Budget and Funding Plan (SR2B Grant Program Guidelines, Appendix B: Project Budget and Funding Plan), a brief overview of project delivery risks, their potential impact, and mitigation strategies.

5 CONNECTIVITY AND MODE SHIFT

Key Criterion: Enhance customer experience through improved connectivity for pedestrians and cyclists to safely access BART stations, with the goal of increasing the number of people who walk and bike to BART stations. **(Weight: 20%)**

This criterion and those that follow, help determine how well the application meets SR2B's stated policy goals. To score well on this criterion, the proposed project should show how it achieves as many of the following objectives as possible. The proposed project should:

- a. Demonstrate potential to shift people to active access modes by increasing the number of people walking and bicycling to the target BART station(s);
- b. Demonstrate a potential for a high level of use (for example, the project is easily accessible to a high-density area or to a large proportion of the local community);
- c. Demonstrate how it will address a significant gap/barrier;
- d. Demonstrate how it will significantly extend an existing high-quality pedestrian and/or bike network;
- e. Demonstrate how it is a clear example of a best design practice for its mode;
- f. Demonstrate a high likelihood for its potential of increasing BART ridership; and
- g. Demonstrate how it will provide universal access, making accommodations for people with disabilities.

6 CUSTOMER EXPERIENCE, SAFETY AND SECURITY

Key Criterion: Enhanced personal safety and security, improve user comfort and sense of place. **(Weight: 15%)**

To score well on this criterion, the proposed project should show how it achieves as many of the following objectives as possible. The proposed project should:

- a. Demonstrate how it will address a known or community-identified safety or security issue;
- b. Clearly strive to eliminate traffic fatalities and severe injury collisions, meeting the cities' Vision Zero policy goals where applicable, by encouraging active access trips to BART;
- c. Positively impact the experience of walking or biking by making connections to BART simpler or more intuitive and/or saving time for BART customers;
- d. Demonstrate a potential for saving a significant amount of time for BART customers and/or significantly shortening their access path; and
- e. Demonstrate a potential for making it significantly simpler or more intuitive to get to the facility in question.

7 EQUITABLE ACCESS

Key Criterion: Provide equitable access for disadvantaged communities. **(Weight: 15%)**

To score well on this criterion, the proposed project is located in an area where 25.9% or more of households have income levels below 200% of the 2019 Federal Poverty Guidelines. At a minimum, the applicant must show how the proposed project will improve active access for customers who are members of other disadvantaged communities.

Note: Disadvantaged communities include but are not limited to or entirely inclusive of low-income households, people of color, immigrants, people with disabilities, people without access to a private vehicle, youth, or senior citizens.

8 COMPLETE COMMUNITIES

Key Criterion: Promote Transit-Oriented Development (TOD) and complete communities. **(Weight: 10%)**

To score well on this criterion, the existing land-use context within a 1/4 mile of the proposed project, in terms of transit supportive density and orientation, meet or exceed key targets established in BART's 2017 TOD Guidelines, or can show that land use and zoning regulations are under way to support the future development of TOD. BART's TOD Guidelines (2017, referenced in Table B below, set targets for residential density, building height, and parking (auto and bike) on BART-owned land and areas surrounding BART stations.

9 PARTNERSHIPS

Key Criterion: Collaborate with local partners to create more sustainable communities. (Weight: 10%)

Applicants will be required to submit a signed Letter of Commitment from the applicant agency's authorized representative (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager) or Resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors) that authorizes the submittal of the application; identifies the individual authorized to submit and carry out the proposal; and commits the sponsoring agency to provide all necessary funds to undertake the project including matching funds.

Where applicable, the applicant is required to provide letters of support from an active transportation citizen's committee or advocacy organization.

If available, the applicant should provide letters of support by City Council, executive staff and other impacted stakeholders.

To score well on this criterion, the proposed project has to be a high priority project, as evidenced by identification in earlier planning documents, and significant and diverse stakeholder engagement as evidenced by example letters of support and/or resolution.

10 LEVERAGED FUNDING

Key Criteria: Proposed project has all other funding necessary to deliver the project or a realistic plan in place to secure the funding.

The Project Sponsor will provide verification of all programmed and proposed funding in the application and certification that all complementary fund sources are committed to the project at the time of the SR2B funding agreement. (Weight 10%)

11 SUBMITTABLE APPLICATION PLANNING RESOURCE

Below you will find the questions and supporting notes exactly as they appear in the online application provided via *Submittable*. They are duplicated below for planning purposes only. Applicants must submit applications via [SR2B's Submittable Application Page](#).

APPLICATION TITLE

For introductory purposes only. We will ask for a full applicant and proposed project information after eligibility has been confirmed.

1.0 ELIGIBILITY

IMPORTANT

Read This Before Starting

If you select "No" to any of the 1.0 Eligibility questions below, the proposed project is ineligible for funding under the SR2B Grant Program.

1.1 Is this Applicant Agency a Public Agency in the San Francisco, Contra Costa or Alameda Counties?

- Yes
- No

1.2 Is the proposed project entirely located within Alameda, Contra Costa, and San Francisco Counties?

- Yes
- No

1.3 Does the Applicant Agency have jurisdictional authority (directly or with permission from the owner) over the elements of the proposed project requesting SR2B funds, including: right-of-way, design and maintenance and operations?

- Yes
- No

1.4 Will the Applicant Agency commit to providing at least 30% of the total proposed project implementation costs ("matching funds") in funding that has been secured from a non-BART source, not including staff time?

- Yes

- No

1.5 Will the Applicant Agency provide a letter of verification for programmed and proposed funding?

In addition to the funding details the Applicant Agency will provide using the form provided in Appendix B of the SR2B Grant Program Guidelines, the Applicant Agency will also provide a letter outlining available funding documentation (for example, proof of CIP allocation, grant awards, grant applications).

- Yes
- No

1.6 Will the Applicant Agency provide certification, at the time of the SR2B funding agreement, that all complementary fund sources are committed to the proposed project?

Funding is generally considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding. Discretionary funds committed to a project may be considered committed as well.

- Yes
- No

1.7 Will the proposed project deliver near term, enduring, active access infrastructure improvements that demonstrate a clear nexus to access a BART station for walking and biking customers and customers with disabilities?

1.8 Is the proposed project designed to a minimum of 35% design complete?

SR2B funds can only be used for construction activities.

- Yes
- No

1.9 Does the Applicant Agency have a funding plan based on an engineer's estimate of 35% design completed, at a minimum?

Applicants will be asked to provide an estimate based on the most detailed level of design completed.

- Yes
- No

1.10 Can the Applicant Agency demonstrate municipal support with, at a minimum, a letter from City Manager or other executive authority?

Where operative, Bicyclist and Pedestrian Advisory Committees (or an equivalent) will be required to provide letters of support.

- Yes
- No

1.11 Does the proposed project have a delivery timeframe of three and a half years (3 ½) or fewer from a fully executed Funding Agreement?

Assume Fall 2020 Funding Agreement.

- Yes
- No

APPLICANT SELF-REVIEW

If you answered "Yes" to all of the questions in 1.0 Eligibility questions above, you may proceed to the next section.

If you select "No" to any of the 1.0 Eligibility questions above, the proposed project is not eligible for funding under the SR2B Grant Program and will not be scored.

2.0 APPLICANT INFORMATION

2.1 Lead Applicant Agency Name

2.2 Co-Sponsoring Applicant Agency Name, if applicable

2.3 Lead Applicant Agency Mailing Address

2.4 Proposed Project Contact Name

2.5 Proposed Project Contact Title/Role

2.6 Proposed Project Contact Email

2.7 Proposed Project Contact Phone Number

2.8 Is the person authorized to sign documents on behalf of the Applicant Agency the same as the Proposed Project Contact?

2.9 If the answer to 2.8 is "no", please provide the full name and title of the person who is authorized to sign documents on behalf of the proposed project.

2.10 Does the Lead Applicant Agency acknowledge responsibility for ongoing operations and maintenance costs of the proposed project once it is implemented?

2.11 If answer to question 2.10 is no, what entity is responsible for ongoing operations and maintenance once the proposed project is complete?

3.0 PROJECT INFORMATION

3.1 Full cost of proposed project implementation, inclusive of hard and soft costs.

If the proposed project is part of a larger project, identify only the cost for the proposed project scope requesting SR2B funds.

3.2 Total amount of SR2B funds requested for the proposed project.

3.3 What BART Station(s) will this proposed project benefit?

3.4 What is the current and aspirational station access typology for the station(s) to which the proposed project will provide access?

Descriptions of station area typology can be found in the BART Station Access Policy, listed in Table B of SR2B Program Guidance, Appendix A.

3.5 Summary Proposed Project Description

Summary description of the current issues and how the proposed project improves bike/ped access to the BART station(s). If the SR2B funds requested for a particular scope or segment of a larger project, provide the broader project context.

3.6 Provide an easy-to-read map showing the proposed project in context.

Show the proposed project area including city street names and project limits as appropriate.

For linear projects, please identify the start and end point of locations. If multiple bikeway types are proposed (e.g. cycle track, bike lane), clearly indicate the limits of each bikeway type.

Map should also include:

- Existing facilities, as applicable (e.g. bikeways, sidewalks, crosswalks, traffic signals, etc.). If the proposed project is closing a gap, clearly illustrate how the proposed project achieves this. Relationship to existing bike or ped plan (as appropriate).

- Nearby BART station(s) and other transit facilities, activity centers, other locations of interest and regional connections.

- Map elements: scale, legend, north arrow and clear documentation of items above.

PDF format only. Limit 3 files.

3.7 Provide most current design drawings for the proposed project.

No more than five (5) 11"x17" drawings (as PDFs) including plan views and cross sections and any supporting renderings that provide an overview of the proposed project scope.

3.8 Attach any other relevant project graphics and photographs.

No more than five (5) 11"x17" drawings (as PDFs) including plan views and cross sections and any supporting renderings that provide an overview of the proposed project scope.

4.0 PROJECT READINESS

4.1 Provide cost estimate, funding plan, budget narrative and schedule based on engineer's estimate at a minimum of 35% using the forms provided in SR2B Grant Program Guidelines Appendix B.

Applicants should provide this estimate based on the most detailed level of design completed.

4.2 If a detailed project budget has been prepared, please include it as an additional attachment here.

4.3 What is the current or anticipated environmental review for this project?

If not applicable, applicant should write N/A and explain why.

4.4 Has CEQA documentation been approved?

Yes, no, N/A.

4.5.1 If “no” to question 4.3 above, please provide an anticipated date of completion.

4.6 Are there any potential issues that may result in a delay to the proposed project?

Examples of potential issues: right-of-way considerations, utility relocations being implemented separately from the proposed project or other utility considerations, stakeholder/community concern

4.6.1 If answered “yes” to question 4.5 above, explain.

4.7 Provide a brief overview of proposed project delivery risks, their potential impact, and mitigation strategies.

5.0 CONNECTIVITY AND MODE SHIFT

Applicants are encouraged to answer questions using resources such as street and access design best practices, mode shift and demand analyses, GIS mapping, and other data sets as appropriate.

5.1 To which key destinations within ¼ mile of the proposed project (e.g. neighborhoods, employment centers, schools, community amenities, other multimodal facilities) do the access improvements connect?

5.2 In what specific ways will the proposed project reduce key barriers or close gaps to make it easier, safer and more convenient for people to choose to walk or bike, rather than drive alone, to the target BART station?

5.3 How does the proposed project implement pedestrian, bicycle and/or universal design best practices to create a connection that will attract existing and new BART customers?

6.0 CUSTOMER EXPERIENCE, SAFETY AND SECURITY

Applicants are encouraged to answer questions using resources such as street and access design best practices, collision data, GIS, demand analysis, and other data sets as appropriate.

6.1 What demonstrated issue(s) of personal safety, security or comfort does the proposed project address?

Examples of ways such issues are demonstrated: citizen complaints, police reports, SWITRS, etc.

6.2 In what specific ways does the proposed project improve personal safety, security and comfort, making it easier, more convenient and safer for people to walk or bike to the target BART station?

6.3 Is the proposed project area safe and well-lit with clear sight lines and adjacent uses that provide “eyes on the street.”

- Yes
- No

6.4 If not, does the proposed project have a goal to improve lighting, visibility and personal safety?

6.5 Explain how the proposed project imparts a sense of place.

This may be through landscape design, seating, wayfinding, lighting, art or other elements.

6.6 Explain how the proposed project addresses traffic speed/traffic safety concerns, if applicable.

7.0 EQUITABLE ACCESS

To answer the first question in this section, applicants should refer to the Demographic Analysis Low Income map and table referenced in Table B of Appendix A of the SR2 B Grant Program Guidelines. Low-income in this context is defined as 200% of the federal poverty level.

To answer question 7.2, if necessary, applicants may refer to the additional information provided in the table or other resources.

7.1 What is the percentage of low-income households in the target BART station's catchment area?

7.2 If the proposed project is located within a catchment area where the percentage of low-income households is less than BART's four-county service area average of 25.9%, explain other ways this project would meet this criterion

Explain how the proposed project will connect to low-income communities and/or improve access for customers who are members of other disadvantaged communities.

Note: Disadvantaged communities include but are not limited to or entirely inclusive of low-income households, people of color, immigrants, people with disabilities, people without access to a private vehicle, youth, or senior citizens.

8.0 COMPLETE COMMUNITIES

To answer all questions in this section, applicants will need to refer to BART's 2017 TOD Guidelines referenced in Table B of Appendix A of the SR2 B Grant Program Guidelines.

8.1 Is existing land-use context within ¼ mile of the proposed project, in terms of transit-supportive density and orientation, aligned with BART's 2017 TOD Guidelines?

Please provide your answers to Questions 8.1.1 through 8.1.5 below.

8.1.1: Local zoning for residential density:

- Exceeds density targets in BART's 2017 TOD Guidelines
- Meets density targets in BART's 2017 TOD Guidelines
- Is less than the density targets in BART's 2017 TOD Guidelines

8.1.2: Local zoning for building heights:

Jurisdictions that use feet rather than stories should use local conversion factors or California Building Code factors to report the number of stories

- Exceeds height targets in BART's 2017 TOD Guidelines
- Meets height targets in BART's 2017 TOD Guidelines
- Is less than the height targets in BART's 2017 TOD Guidelines

8.1.3: Local zoning requires minimum vehicle parking for residential and/or office:

- Yes
- No

8.1.4: Local zoning for vehicle parking maximums/residential unit:

- Exceeds the vehicle parking/residential unit goal set by BART's 2017 TOD Guidelines
- Meets the vehicle parking/residential unit goal set by BART's 2017 TOD Guidelines
- Is less than the vehicle parking/residential unit goal set by than BART's 2017 TOD Guidelines

8.1.5 Local zoning for secure bicycle parking per dwelling unit:

- Exceeds secure bike parking/residential unit targets in BART's 2017 TOD Guidelines
- Meets secure bike parking/residential unit targets in BART's 2017 TOD Guidelines
- Is less than the secure bike parking/residential unit targets in BART's 2017 TOD Guidelines

8.2 If existing land use and local zoning is not aligned with BART's 2017 TOD Guidelines, please provide details about administrative, political and community initiatives under way to support the future development of TOD.

Administrative initiatives might be supportive station area plans completed within the last 5 years, housing element update and/or zoning updates (AB 2923 efforts) in progress that supports TOD. Examples of relevant political and community initiatives are resolutions or other actions prioritizing development.

9.0 PARTNERSHIPS

9.1 Describe past, current and future efforts to engage with stakeholders (Caltrans, BART and/or other transit agencies, partner jurisdictions, etc.), and with the community (neighbor/user groups, etc.).

Describe outreach, partnerships, and support for the proposed project.

9.2 Explain how disadvantaged communities were engaged in the planning efforts.

9.3 What planning studies with significant stakeholder and community engagement have identified this proposed project as a local priority?

10.0 SUPPLEMENTAL DOCUMENTS

10.1 Letter of Commitment or Resolution

A signed Letter of Commitment from the Applicant Agency's authorized representative (e.g., Chief Executive, Executive Director, or City Manager) or Resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors) that authorizes the submittal of the application; identifies the individual authorized to submit and carry out the proposal; and commits the sponsoring agency to provide all necessary funds to undertake the proposed project including matching funds.

10.2 Letter of verification for programmed and proposed funding.

In addition to the funding details the Applicant Agency will provide using the form provided in Appendix B of the SR2B Grant Program Guidelines, the Applicant Agency will also provide a letter outlining available funding documentation (for example, proof of CIP allocation, grant awards, grant applications). Letters must be signed by the Department Manager.

10.3 Letter of Support from an active transportation citizen's committee or advocacy organization (required where applicable).

Where such a body is operative, applicant is required to provide letters of support from Bicyclist and Pedestrian Advisory Committees (or an equivalent).

10.4 Environmental Approvals (required where applicable)

Proof of completed CEQA documentation, either a copy of exemption by lead agency, applicable negative declaration, or environmental impact report.

10.5 Proof of Right of Way Control

Proof of direct authority and control to implement the improvements contemplated by the proposed project in their particular jurisdiction (e.g., ownership of the public right-of-way, title to property, easements, rights of entry, possession of utility relocation, etc.

10.6 Letters of Support

If available, provide letters of support from other stakeholders, in addition to required Letter of Commitment. Not required.

10.7 Additional Information (Optional)

If there's any additional or clarifying information you would like to include with your application, please enter it below (optional). You may also include attachments, click "Add another attachment" below to upload more than one file.

11.0 CERTIFICATION

11.1 By checking each box and signing below, I certify that:

- I understand that this application is for evaluation purposes only and does not guarantee funding of the proposed project.
- The proposed project is not required by any binding obligation that requires the applicant agency to implement any portion of the proposed project.

Such obligations include federal, state, or local regulation, judicial order, agreement, memorandum of understanding, contract, mitigation requirement, or other binding obligation that requires the applicant agency to implement any portion of the proposed project.

- To the best of my knowledge, the information contained in this application and in any documentation accompanying this application or submitted in furtherance of this application is true and accurate.
- I understand that any misstatements or omissions of material facts may disqualify this grant application and any monies awarded based on it.
- I understand and agree that no costs funded by this program can be incurred until after the notice of award and after a funding agreement is executed between the Applicant Agency and the San Francisco Bay Area Rapid Transit District.
- The applicant entity I represent is in compliance and will remain in compliance with all applicable federal, state, and local rules and regulations.
- I have the legal authority to apply for funding on behalf of the applicant entity and that I am authorized to sign this application on behalf of the applicant.

11.2 Certified by (Authorized Representative of Applicant Agency)

Table B: Example Resources

Measures	Method/Source
BART Station Access Policy -2016	BART Station Access Policy provides general information about BART’s Board-approved Station Access Policy, along with descriptions of station area typologies.
BART Station Profiles	BART’s 2015 Station Profile Study defines the station catchment area.
BART Demographic Maps and Tables	<p>BART Demographic Analysis Map and Table: Low Income Households (Exhibit A below)</p> <p>The map shows the Census tracts where the low-income population exceeds the four-county service area average of 25.9%.</p> <p>The table shows the low-income percentages within a station’s catchment area. Stations where the low-income percentages are at or exceed the service area average of 25.9% are highlighted.</p> <p>The analysis uses on tract-level data from the American Community Survey Results 2013-2017. Trip origin data from BART’s 2015 Station Profile Study were used to define a station’s catchment area using Census tracts.</p> <p><i>Notes:</i> BART has adopted a definition of 200% of the federal poverty level to identify low-income households to account for the high cost of living in the District and is consistent with the region’s metropolitan planning organization, Metropolitan Transportation Commission’s definition</p> <p>The table does not include BART’s newest stations: Warm Springs, Antioch and Pittsburg Center since these stations opened after the 2015 Station Profile Study. In these cases, applicants will need to reference the map in the section above. San Francisco and Oakland Airports</p>

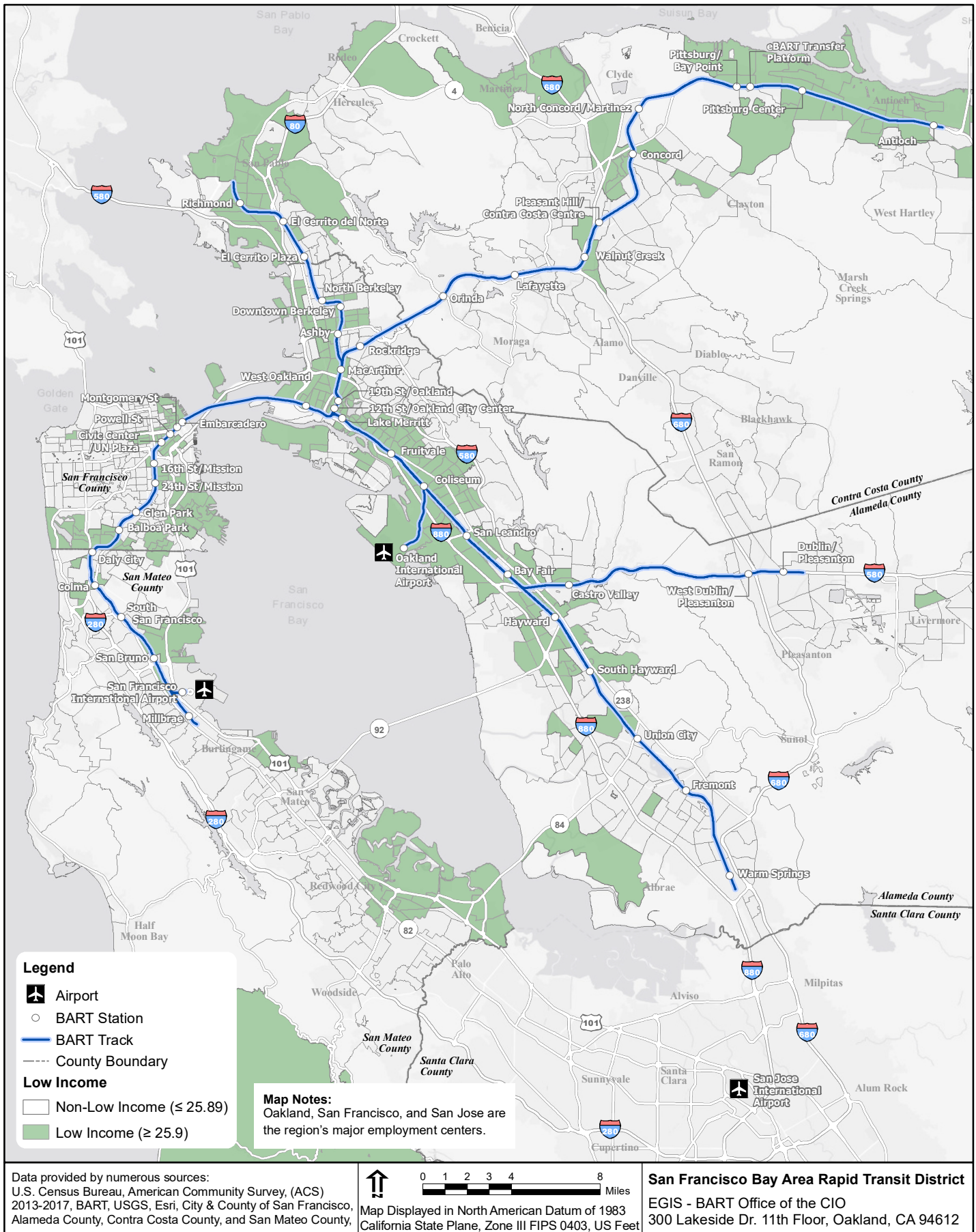
	<p>were also not studied given their status as destination stations without a home-based population</p> <p><u>BART Demographic Analysis Map and Table: Minority Status Population (Exhibit B below)</u></p> <p>The map shows the Census tracts where minority population exceeds the four-county service area average of 61.4%</p> <p>The table shows the minority percentages within a station's catchment area using tract-level data from ACS 2013-2017 and trip origin data from BART's 2015 Station Profile Study to define a station's catchment area using Census tracts. Stations where the minority percentages are at or exceed the service area average of 61.49% are highlighted.</p>
MTC Communities of Concern	<u>MTC Communities of Concern (2018) with American Community Survey Data (2012-2016)</u>
BART TOD Guidelines.	<u>Transit-Oriented Development Guidelines, May 2017.</u>
Multimodal Access Design Guidelines	<p><u>Multimodal Access Design Guidelines</u></p> <p>BART's Multimodal Access Design Guidelines provide guidance and minimum/maximum and recommended standards for planning pedestrian, bike and transit access within BART's station areas. This guide covers the area from the station faregates to the edge of BART's property, and applies to connecting intersections.</p>



DEMOGRAPHIC ANALYSIS: Low Income

EGIS - Enterprise Geographic Information System

Date: 12/4/2019



Station	% Low Income
Coliseum	47%
Richmond	44%
Downtown Berkeley	41%
Lake Merritt	36%
Fruitvale	36%
12th St. / Oakland City Center	35%
19th St. Oakland	34%
West Oakland	34%
Montgomery St.	32%
Powell St.	32%
Ashby	31%
Bay Fair	30%
Pittsburg / Bay Point	30%
Hayward	29%
San Leandro	29%
El Cerrito del Norte	29%
Civic Center / UN Plaza	28%
South Hayward	27%
MacArthur	27%
Concord	27%
Balboa Park	25%
North Concord / Martinez	24%
16th St. Mission	23%
El Cerrito Plaza	22%
Embarcadero	22%
Daly City	22%
24th St. Mission	22%
North Berkeley	21%
Glen Park	21%
South San Francisco	19%
San Bruno	17%
Colma	17%
Pleasant Hill / Contra Costa	17%
Castro Valley	17%
Millbrae	17%
Union City	16%
Rockridge	14%
Fremont	13%
Walnut Creek	11%
Dublin / Pleasanton	10%
Lafayette	10%
Orinda	9%
West Dublin / Pleasanton	9%
Total System Service Area	23%

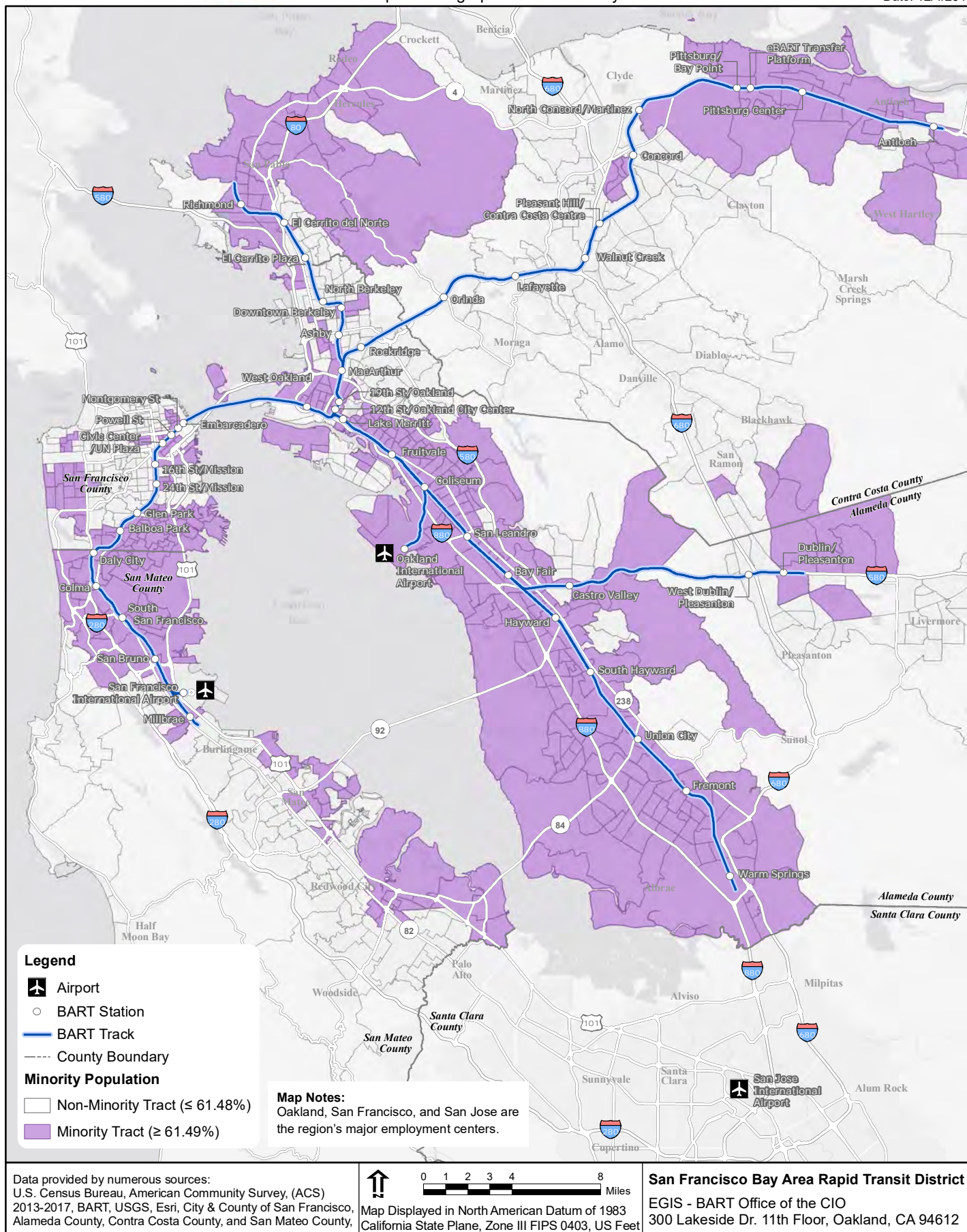
Exhibit B



DEMOGRAPHIC ANALYSIS: Minority Population

EGIS - Enterprise Geographic Information System

Date: 12/4/2019



Minority Status by Station

Station	% Minority
Coliseum	90%
Richmond	87%
South Hayward	86%
Balboa Park	81%
Union City	80%
South San Francisco	80%
Bay Fair	79%
Hayward	79%
Fremont	78%
San Leandro	77%
Fruitvale	75%
El Cerrito del Norte	75%
Daly City	72%
Lake Merritt	70%
12th St. / Oakland City Center	68%
Pittsburg / Bay Point	67%
Glen Park	66%
West Oakland	63%
Colma	63%
San Bruno	63%
Montgomery St.	60%
19th St. Oakland	60%
El Cerrito Plaza	57%
Powell St.	57%
Castro Valley	56%
Millbrae	54%
MacArthur	53%
Ashby	52%
Civic Center / UN Plaza	51%
Embarcadero	51%
North Concord / Martinez	50%
Downtown Berkeley	50%
Concord	50%
24th St. Mission	49%
Dublin / Pleasanton	49%
West Dublin / Pleasanton	47%
16th St. Mission	44%
North Berkeley	40%
Orinda	38%
Pleasant Hill / Contra Costa Centre	38%
Rockridge	37%
Walnut Creek	29%
Lafayette	28%
Total System Service Area	62%