

Addendum to Call for Projects

Call for Projects: Safe Routes to BART Grant Program 05/28/2020

Addendum Number: 2

Date: 6/25/2020

Note to Potential Applicants:

This addendum is issued to modify the Call for Projects issued on May 28, 2020 and/or given for informational purposes. It is now part of the Application Guidelines and is hereby made a part of the application materials.

All applicants will be asked to certify acknowledgement of all addenda made available on the BART Website before submission.

FAQ from SR2B Webinar on June 12, 2020

Q: After funding agreement, how long to closeout project?

A: 3.5 years for projects that are in design. 1.5 for those that are at 100% design

Q: How does the small business requirement work?

A: Recipients that have small business programs will be required to implement those programs on all contracts funded by 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. Reporting on small business programs will be required in the quarterly reports and invoicing.

Q: Does it affect - in terms of application process - how we will be rated?

A: No, it will not factor into any of the scoring. BART needs to track small business participation on any Measure RR funds that are spent. Jurisdictions can't be scored based on this because some cities do not have small business programs.

Q: How is "nexus to a station" defined?

A: We're looking for projects that have an obvious connection to a BART station. If the project is three (3) miles away, that wouldn't qualify. If there is a bridge project and there's still some kind of gap between station and bridge, then if it's not a very big gap, that would qualify.

We didn't want to put a hard and fast catchment area because it really kind of depends on the context surrounding the project. We are allowing for discretion.

Q: Are we able to submit two applications (one per each BART station) and if so, how to do so in the interface?

A: Unfortunately the submission management platform isn't set up to take two (2) applications from one email. You can use a separate log in, or use a co-worker's email and yours to create a separate account for that second station. This is our solution for the time being.

Q: How would time extensions be handled if projects don't meet the schedule in the application? With programs like ATP, we always hear about how strict CTC is with granting time extensions etc. How does BART handle this?

A: We want to try to stick to the schedule as much as possible, but we understand that there may need to be some level of flexibility. We will assess it on a project to project basis to make sure that projects are completed within a reasonable timeline. There will also be some language in the agreement around this.

Q: Will projects be preferred if design is 100% over the projects that are 35% complete?

A: Yes, the more shovel-ready a project is, the more highly it will score on the "Project Readiness" criteria which has a weight of 20%.

Q: What do you mean by aspirational station access typology?

A: When BART was defining these typologies back in 2015 and 2016, we reached out to the cities and worked with them to determine what station access typologies made sense and then asked them if there were any aspirations to change typologies. So just as an example, El Cerrito Plaza has an aspiration to change from "Balanced Intermodal" to "Urban with Parking," so given the land use changes that are happening there and the specific planning there, that's just an example of where a station's typology will change. The city of Dublin did

not ask to change typology in the future, so it's classified as "Auto Dependent," unless the city changes something major and comes back to BART and asks to redefine the typology.

Q: So we just mention that typology we have currently?

A: Yes.

Q: At one point BART had discussed using the funds for some of its own projects. Is that still a possibility?

A: The general RR Access pot is for our own projects and we have \$25M for the grant program - so some of that funding will be for BART administration, and theoretically some of that money could be used for BART projects. Right now we're trying to save that money to use for our partners to do the projects off our property.

Q: BART had said that maybe for the first cycle they would be looking at prioritizing some of their own projects, but just wondering if you were guaranteeing that all these funds would go to partner agencies or if it was still possible, BART would end up using a portion of that?

A: This \$5M is going to partner agencies.