



San Francisco Cycle 5 Lifeline Transportation Program (LTP) Application

Applications are due by 5 p.m., March 23, 2018

Project Name: Elevator Attendant Initiative

Date Received:

Project Type: Operating/Capital

Project Sponsor: BART

Date: March 23, 2018

For sponsors submitting more than one application, please rank the application:

Application 1 **of** 2 **total applications submitted**

Complete this checklist to indicate the submitted items and to list any additional attachments. Clearly label attachments according to the numbering provided below. All attachments must be easily readable when reproduced in black and white.

To mark a box as checked, double click on the box and mark the "Default Value" as "Checked."

Lifeline Application: Provided Word file

Attachment 1: Map of Project Area / Route

Note: Include charts, drawings or other materials that are necessary to show the detail and context of the project. For operating projects, include route schedule/timetable and a route map with transit stops indicated.

Attachment 2: Project Scope, Schedule, and Funding (Excel file)

Tab 1: Schedule and Cost

Tab 2: Funding

Tab 3: Major Line Item Budget

List additional attachments, such as letters of support from partner agencies and the public, etc. that are being submitted (add attachments as needed):

Attachment 3: SFMTA Letter of Commitment

Attachment 4: State and Federal Compliance

Attachment 5: (add title)

Funding Request

LTP funding requested	\$	1,200,000
Total project cost	\$	3,000,000

A. GENERAL PROJECT INFORMATION

1. Project Sponsor

Sponsor Agency – Project Manager

Agency San Francisco Bay Area Rapid Transit District (BART)
Contact/Title Tim Chan, Acting Group Manager – Station Area Planning
Address 300 Lakeside Drive, 21st Floor
Oakland, CA 94612
E-mail tchan1@bart.gov
Telephone 510-287-4705
DUNS Number¹ 047409107

2. Other Partner Agencies

Agency	Project Role	Name/Title	Telephone	Email
<u>SFMTA</u>	<u>Project Partner</u>	<u>Steven Lee, Senior Manager</u>	<u>415-701-4592</u>	<u>steven.lee@sfmta.com</u>

3. Project Type: *Check one.* Operating Capital Both

For operating projects, please check one of the following: New Continuing

4. Project Name: Elevator Attendant Initiative

5. Brief Description of Project (50 words max.):

Elevator attendants will operate BART/Muni street and platform elevators at the Civic Center and Powell St. stations beginning in April 2018. Their presence in the elevators will help discourage undesirable behaviors, improve elevator cleanliness and performance, reduce fare evasion and reduce maintenance costs, and also improve access and accessibility for customers – ADA, families, many of whom are low-income and people of color. - who rely on these elevators to enter into and exit out of our system.

¹ Provide your organization’s nine-digit Dun & Bradstreet (D&B) Data Universal Numbering System (DUNS) Number. To search for your agency’s DUNS Number or to request a DUNS Number via the Web, visit the D&B website: <http://fedgov.dnb.com/webform>. To request a DUNS Number by phone, contact the D&B Government Customer Response Center at 1-866-705-5711.

6. Budget Summary:

	Amount (\$)	% of Total Project Budget
Amount of Lifeline funding requested:	\$1,200,000	40%
Amount of local match proposed:	\$1,800,000	60%
Total project budget:	\$3,000,000	100%

B. PROJECT ELIGIBILITY

Lifeline Eligibility

Does the project result in improved mobility for low-income residents of the Bay Area?

Yes. *Continue.* No. *Stop. The project is not eligible to receive Lifeline funds.*

Does the project address a transportation gap and/or barrier identified in one of the following planning documents?
(Additional details to be provided in question #3)

Yes. *Continue.* No. *Stop. The project is not eligible to receive Lifeline funds.*

Check all that apply:

- Community-Based Transportation Plan (CBTP)
- Other substantive local planning effort involving focused outreach to low-income populations
- Countywide or regional welfare-to-work transportation plan
- Coordinated Public Transit-Human Services Transportation Plan
- Other documented assessment of need within the designated communities of concern

(Please specify: _____)

Is the service open to the general public or open to a segment of the general public defined by age, disability, or low income?

Yes. *Continue.* No. *Stop. The project is not eligible to receive Lifeline funds.*

Section 5307 Eligibility

Is the project designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations?

Yes. *The project may be eligible to receive Section 5307 funds.*

No. *The project is not eligible to receive Section 5307 funds, but may be eligible to receive STA funds.*

San Francisco Cycle 5 LTP Call for Projects – Application

For “transportation services” projects: Is the project a “development” or “maintenance” project, as defined by the Federal Transit Administration (FTA)? *Check one.*

If one of the boxes below is checked, the project may be eligible to receive Section 5307 funds.

- Development project** (New project that was not in service as of the date MAP-21 became effective October 1, 2012; includes projects that expand the service area or hours of operation for an existing service.)
- Maintenance project** (Projects and services that received funding under the former FTA Section 5316 JARC program.)

State Transit Assistance (STA) Eligibility

Is the project for improving existing public transportation services (including community transit services) and encouraging regional transportation coordination?

Yes. *The project may be eligible to receive STA funds.*

No. *The project is not eligible to receive STA funds.*

C. CIVIL RIGHTS

1. **Civil Rights Policy:** The following question is not scored. If the response is satisfactory, the applicant is eligible for Lifeline funds; if the response is not satisfactory, the applicant is not eligible.

Describe the organization’s policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low income and minority population groups in the project’s service area. MTC requires compliance with applicable EEO requirements of Title VI.

The San Francisco Bay Area Rapid Transit District (BART), as a federal grant recipient, must ensure that all its programs and activities comply with federal law known as Title VI of the Civil Rights Act of 1964 and its related regulations. Title VI requires, in part, that the District consider the impacts of its decisions on minority and low income populations, including any decisions related to fare changes, major service changes, service standards, or service policies. BART intends to ensure that, while neutral on their face, its decisions do not have a disproportionately high and adverse effect on minority or low-income populations without substantial legitimate justification.

2. **Demographic Information:** The following question is for administrative purposes only and is not a factor in determining which projects are selected to receive an award. (Please contact your Lifeline Program Administrator for assistance if you do not have this demographic information readily available, or visit <http://factfinder2.census.gov>)

Does the proportion of minority people in the project’s service area exceed 58 percent (i.e., the regional average minority population)?

Yes No

D. PROJECT NARRATIVE

Please provide a narrative to describe the project addressing points #1-13 below:

Project Need/Goals and Objectives

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Capital or operations projects (sponsored by public transit operators or in partnership with non-profits or cities) that

San Francisco Cycle 5 LTP Call for Projects – Application

support and segment but are not traditional fixed route projects may be given extra points under this criterion. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.

Clean, functioning elevators are critical to providing access to transit service to populations with mobility constraints. Concerns about security and safety in station areas is also a barrier to transit access for riders and can particularly impact low-income, minority and disabled customers who do not have other transportation options but rely on transit and elevators.

Homelessness, crime and cleanliness are national issues that are increasingly impacting transit stations and systems. In California 68% of the homeless population is unsheltered and lack of affordable housing options is cited as the biggest factor. Transit stations and elevators in particular have become areas where homeless populations congregate, adding to increased concerns by the community around cleanliness and security accessing these stations. Certain undesirable activities can also impact operations of elevators, causing more frequent outages which further reduces access to populations that need to use them.

Multiple plans have identified these issues across the city of San Francisco including the Western South of Market Neighborhood Transportation Plan, the Tenderloin-Little Saigon Neighborhood Transportation Plan, the Mission Public Life Plan, the Eastern Neighborhoods Plan, and the Mission Street Study. BART passenger surveys have also identified homelessness, crime and cleanliness as growing concerns among riders. Furthermore, through the BART Accessibility Task Force, which advises the BART Board of Directors and staff on disability-related issues and advocates on behalf of people with disabilities and seniors, the ADA community, many of whom are low-income, have expressed ongoing frustrations with the poor elevator conditions.

BART is partnering with the SFMTA on the Elevator Attendant initiative to address these issues by staffing elevator attendants at the core downtown San Francisco stations. The first two stations in the pilot initiative are the Powell and Civic Center stations, which are intermodal stations with joint use by BART and the SFMTA. The Powell and Civic Center stations in particular serve a large share of low income riders. Forty percent of riders boarding BART at the Powell Street or Civic Center stations from a home origin have a household income under \$50k and more than half are minorities.

The elevator attendants will provide eyes on the street, helping to provide safety and security and discouraging unwanted activities. Improved cleanliness of the elevators will also lead to less elevator downtime. Attendants will be staffed by Hunters Point Family, a nonprofit organization that provides job opportunities for people who have faced barriers to employment. This further helps low income community members by providing job opportunities. By creating a safer, cleaner environment and reducing elevator outages, the Elevator Attendant initiative will provide improved transit access to ADA and low income riders. These improvements will benefit all transit riders and community members using the station areas and can help to increase transit ridership both for BART and the SFMTA.

2. What are the project's goals and objectives? Provide a baseline and post-implementation estimate of the number of service units that will be provided (e.g., one-way trips, vehicle loans, bus shelters, persons trained). Estimate the number of low-income persons that will be served by this project per day, per quarter and/or per year (as applicable).

The goals of the Elevator Attendant initiative are to monitor and discourage undesirable elevator activities, provide a safer and cleaner experience for transit users, and improve elevator access for low income and disabled riders. The following are objectives related to the initiative goals.

- Objective 1: Provide elevator service to transit customers
- Objective 2: Improve cleanliness of the Powell St. and Civic Center stations
- Objective 3: Reduce elevator down time at the Powell St. and Civic Center stations

San Francisco Cycle 5 LTP Call for Projects – Application

The initiative will involve provision of attendant services during the 21-hour period that the Civic Center and Powell St. stations remain open to the public. The 21-hour day will be broken up into three – seven hour shifts. Each shift will be at least seven hours to ensure that attendants do not regularly accrue overtime due to any unforeseen circumstances that may occur. Two attendants will be stationed at the Powell St. station, two at the Civic Center station and one will “roam” between the two stations. Approximately 18 attendants and 5 substitutes will be hired to cover these shifts.

Attendants will collect data on the number of elevator users, broken down by category (disabled users, families, tourists, other). A baseline estimate can be collected the week before the pilot program starts.

Community-Identified Priority

Is the project located in or serving a Community of Concern (COC)?

Interactive map available here:

<http://www.arcgis.com/apps/View/index.html?appid=a1be528c52f14d15a1a6a6741aa725df>

Yes, project is located within one or more COC Yes, project serves one or more COC No

3. Identify if the project is in a community of concern and/or low-income community and discuss how the project addresses a transportation gap and/or barrier identified in Community-Based Transportation Plan (CBTP) and/or other substantive local planning effort involving focused inclusive engagement to low-income populations. Indicate the name of the plan(s) and the page number where the relevant gap and/or barrier is identified. Indicate the priority given to the project in the plan. (For more information about CBTPs, visit <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/community-based-transportation-plans>.)

How does the project address a gap and/or barrier identified in a countywide or regional welfare-to-work transportation plan, the Bay Area’s 2018 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), and/or other documented assessment of needs within designated communities of concern? Indicate the name of the plan(s) and the page number where the relevant need is identified. The Coordinated Plan is available at <https://mtc.ca.gov/our-work/plans-projects/other-plans/coordinated-public-transit-human-services-transportation-plan>.

This LTP application is specifically for operations funding for Elevator Attendants at two locations: 1) the Powell St. Station and 2) the Civic Center Station. Both of these stations are located in communities of concern, and both stations serve a large share of low income residents coming to and from other areas across the region. Forty percent of riders boarding BART at the Powell St. or Civic Center stations from a home origin have a household income under \$50k and 2/3 have a household income under \$75k.

The Western South of Market Neighborhood Transportation Plan (2012), a CBTP prepared by the SFCTA, specifically sites “Personal Security Concerns” as an issue on page 14, Chapter 2.² The Elevator Attendant initiative addresses this concern by improving safety and security at the Powell St. Station.

The Tenderloin-Little Saigon Neighborhood Transportation Plan (2007) is a CBTP prepared by the SFCTA, which includes the areas around both the Powell St. and Civic Center stations.³ The plan identified the following need: “Improve the street experience” (page 3-5). Through community input it was identified that the sidewalks often feel dangerous, uncomfortable and unattractive. Solutions supported by the community

2

<https://mtc.ca.gov/sites/default/files/CBTP%20San%20Francisco%20Western%20South%20of%20Market%20Neighborhood%20Transportation%20Plan%202012.pdf>

³ <https://mtc.ca.gov/sites/default/files/CBTP%20San%20Francisco%20Tenderloin-Little%20Saigon%20Neighborhood%20Transportation%20Plan%202007.pdf>

included greater enforcement and improved cleaning. The elevator attendants will address these issues by discouraging undesirable activities.

MTC’s Coordinated Public Transit – Human Services Transportation Plan (2018) addresses the mobility needs of seniors, people with disabilities, people on low incomes and veterans.⁴ Clean, functioning elevators help provide access to transit, particularly for groups with potential mobility limitations such as those addressed in this plan. The plan identifies elevator outages and lack of information about such outages as barriers to transit use (pages 27, 47, 82, 84). The Elevator Attendants initiative can help address these issues by reducing elevator service disruptions. In addition, elevator attendants can help to communicate information about outages when they occur.

4. Is the project located in the community in which the CBTP and/or other substantive local planning effort involving inclusive outreach to low-income populations was completed? If not, please include justification for applying the findings from the CBTP and/or other substantive local planning effort in another low-income area. For more information, visit <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/community-based-transportation-plans>

Yes, the Elevator Attendant initiative is located in communities in which both a CBTP and other local planning efforts involving inclusive outreach to low-income populations have been completed. See response to Question 3 above.

A map of communities of concern (CoC) is included in the Equity Analysis Report for Plan Bay Area 2040, which is available at: http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%207-2017.pdf

Implementation Plan and Project Management Capacity

5. **For operating projects:** Provide an operational plan for delivering service, including a project schedule. For fixed route projects, include a route map. Describe efforts to identify potential funding sources for sustaining the project beyond the grant period, if needed.

Elevator Attendant Location	Operating Hours
Powell St. Station	5:00am – 1:00am, daily
Civic Center Station	5:00am – 1:00am, daily

The Elevator Attendant pilot initiative will launch at the Powell St. Station and the Civic Center Station in April 2018. BART and SFMTA jointly fund operation of the initiative at these two locations, each providing 50 percent of operational costs. This LTP application is to fund BART’s share of operating costs for two fiscal years: FY18/19 – FY19/20. BART and SFMTA are committed to continuing this initiative beyond FY19/20. BART will continue look for opportunities to supplement these costs and will contribute operating funds when needed.

For capital projects: Provide an implementation plan for completing a capital project, including a project schedule with the start and estimated completion dates for all applicable phases: planning/conceptual engineering, environmental studies, design, right of way, construction (advertise and award), and/or procurement. Include the responsible agency and funding plan for ongoing maintenance of the project, including but not limited to lighting and landscaping. You may refer to the Excel document if the information is included there.

⁴ https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf

San Francisco Cycle 5 LTP Call for Projects – Application

6. Describe any proposed use of innovative approaches that will be employed for this project and their potential impact on project success.

The presence of attendants at transit station elevators is an innovative approach. The attendants serve as ambassadors for BART and the SFMTA in addition to helping to improve cleanliness, safety and security. Another innovative approach is the use of the Hunters Point Family nonprofit organization to staff the elevator attendants as part of a workforce development program for people who have faced barriers to employment.

7. Is the project ready to be implemented? What, if any, major issues need to be resolved prior to implementation? When are the outstanding issues expected to be resolved?

The initial pilot initiative at the Powell St. and Civic Center stations is scheduled to begin in April 2018. BART and the SFMTA have identified funding for the first 6 months of the pilot initiative. BART is applying for its share of funding for the next two fiscal years of the initiative. The SFMTA has identified ongoing funding from other sources.

8. Describe and provide evidence of your organization's ability to provide and manage the proposed project. Identify previous experience in providing and coordinating transportation or related services for low-income persons. Describe key personnel assigned to this project.

BART has been successful at partnering with other sister agencies in San Francisco for similar projects. BART began partnering with San Francisco Public Works in 2015 to implement the Pit Stop program.⁵ The Pit Stop program provides safe and clean public toilets, staffed by paid attendants, at locations across the city. BART helps to fund the operating costs of the program at Pit Stops located at BART stations. Similar to the Elevator Attendant initiative, the Pit Stop program uses Hunters Point Family to staff the Pit Stop attendants. Hunters Point Family has successfully been providing these services to agencies in the city of San Francisco for over three years, employing more than 160 individuals.

Tim Chan, Acting Group Manager, Station Area Planning, will be the project manager from BART. Tim currently manages the Pit Stop partnership with San Francisco Public Works and has over 12 years of experience in managing projects and partnerships for BART.

9. Indicate whether your organization has been or is a current recipient of state or federal transportation funding. If your organization has previously received Lifeline funding, please provide a list of previous Lifeline projects and status updates, including project name, percent complete, and most recent service utilization rate. For projects not yet complete, provide the actual/anticipated allocation date for each Lifeline funding source, and the actual/anticipated completion date for each phase. For projects that are behind the originally proposed schedule, provide an explanation as to the cause of delay, and what is being done to ensure that funds are not lost to the project and that the project is delivered in a timely fashion. Sponsor may refer to the Transportation Authority's Portal.

BART is currently the recipient of both State and Federal transportation funding and is eligible to receive funding from these sources. BART has previously received Lifeline funding. The following table summarizes the previous projects for which BART has received funding through San Francisco LTP Cycle 1 through Cycle 4.

⁵ <https://sfpublicworks.wixsite.com/pitstop>

San Francisco Cycle 5 LTP Call for Projects – Application

Project Name	San Francisco LTP Cycle	LTP Funding	Total Project Cost	Percent Complete
Balboa Park Station – Eastside Connections Project	Cycle 2	\$1.9M	\$2.8M	55%
Wayfinding Signage and Pit Stop Initiative	Cycle 4	\$1.22M	\$2.53M	95%

Coordination and Program Outreach

- Describe how the project will be coordinated with the community, public and/or private transportation providers, social service agencies, and private non-profit organizations serving low-income populations.

BART, SFTMA, and Hunters Point Family will work closely with the community to implement the Elevator Attendant initiative. Hunters Point Family specifically serves low-income, “high-risk” youth and adults from Bay View Hunters Point and other parts of San Francisco, providing workforce development opportunities for this population. These team members of a professional workforce simultaneously provide public safety and maintain clean public spaces, while engaging and educating the public. Attendants have come to be regarded as assets and stewards of the communities in which they work, creating a sense of safety and security in some of the most dangerous and socially impacted communities in San Francisco.

- Identify project stakeholders and describe how project sponsor will continue to involve and inform key stakeholders throughout the project. Describe plans to market the project, and ways to promote public awareness of the program.

BART and SFMTA will put together a media campaign including press releases and other outreach to inform the public about the initiative. The Elevator Attendants themselves are the ultimate ambassadors of the initiative. Their role is to interact with and provide information to the public.

Cost-Effectiveness and Performance Indicators

- Demonstrate how the proposed project is the most appropriate way in which to address the identified transportation need, and is a cost effective approach. Identify performance measures to track the effectiveness of the project in meeting the identified goals. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g., number of trips, service hours, workshops held, persons trained, car loans provided, bus shelters installed, etc.), cost per unit of service (e.g., cost per trip), and a quantitative summary of service delivery procedures employed for the project, as well as the number of low-income persons that will be served by this project per day, quarter, and/or year. For capital-related projects, milestones and reports on the status of project delivery should be identified.

Various plans and community input have identified the need to improve the sense of safety and security in accessing elevators at transit stations and the need to reduce elevator down time, thus improving transit access for low income and disabled riders. These can be difficult issues to address. The Elevator Attendant initiative addresses these issues in a cost effective way that has multiple benefits to the community. Having staffed personnel present has been shown to be effective at reducing crime and unwanted behaviors. The Pit Stop program, which includes staffed attendants at public restroom facilities across the city of San Francisco, has already proven to be successful at reducing complaints regarding crime and cleanliness around stations and cleaning crews have been able to focus more attention on other hotspots. The Elevator Attendant program is anticipated to have a similar effect.

Furthermore, through discouraging and reducing unwanted activities, the initiative can help to reduce elevator

San Francisco Cycle 5 LTP Call for Projects – Application

down time due to cleaning and maintenance needs. For example, elevator availability is negatively affected by biowaste incidents, which may result in elevators being taken out of service for cleaning and repair.

The goals of the Elevator Attendant initiative are to monitor and discourage undesirable elevator activities, provide a safer and cleaner experience for transit users, and improve elevator access for low income and disabled riders. The following objectives have been set related to this goal:

- Objective 1: Provide elevator service to transit customers
- Objective 2: Improve cleanliness of the Powell St. and Civic Center stations
- Objective 3: Reduce elevator down time at the Powell St. and Civic Center stations

Performance Metrics:

Performance Metric	Description	Reporting Frequency	Goal
Users Served	Number of users using elevators at each station, broken down by disabled users, families, tourists and other.	Monthly	Increase or maintain access to users, particularly disabled users
Biowaste Incidents	Number of incidents, per station, in which BART cleaning staff encounter biowaste in an elevator	Quarterly	Reduce biowaste incidents
Passenger Cleanliness Rating	Passenger ratings for station cleanliness (1-4 scale), including platform areas and other station areas. Data collected from quarterly passenger surveys.	Quarterly	Improve station cleanliness ratings
Elevator Availability	Percent of the time station elevators are available for patron use during revenue service periods	Quarterly	Increase elevator availability

BART is working on developing video analytics to monitor fare evasion at selected stations. If ready in time for project implementation, we may be able to report fare evasions counts before and after program initiation.

13. Describe a plan for ongoing monitoring and evaluation of the service, and steps to ensure that original goals are achieved.

BART, SFMTA and Hunters Point Family will regularly monitor the performance of the Elevator Attendant program. BART plans to compile performance data on a quarterly basis and report to internal management on the success of the program and related initiatives. Data sources will include:

- Station cleaning personnel daily logs of biowaste incidents and time spent responding.
- Results from rider surveys. BART conducts passenger surveys on a quarterly basis which track passenger ratings for items such as cleanliness.
- Maintenance database. BART’s Maximo maintenance database will be queried to determine how elevator availability changes as a result of the program.

Evaluation of these performance measures will enable BART to understand the effectiveness of the Elevator Attendant initiative and to make adjustments to improve the program operations.

Hunters Point Family participates in rigorous evaluations each year. Because Hunters Point Family has contracts with several agencies, they have developed systems to track and record service units and outcomes for every participant. For the Elevator Attendant initiative, attendants will collect data on number of elevator users by

San Francisco Cycle 5 LTP Call for Projects – Application

user type including disabled, family, tourist and other. Hunters Point Family will work with BART and the SFMTA to tailor data collection instruments to meet the needs of these stakeholders.

E. BUDGET AND FUNDING

Project Budget/Sustainability

1. In the attached Excel template, please provide a detailed line-item budget describing each cost item including start-up, administration, operating and capital expenses, and evaluation as applicable. If the project is a multi-year project, detailed budget information must be provided for all years. Please show all sources of revenue, including anticipated fare box revenue.

F. STATE AND FEDERAL COMPLIANCE

By signing the application, the signatory affirms that: 1) the statements contained in the application are true and complete to the best of their knowledge; and 2) the applicant is prepared to comply with any and all laws, statutes, ordinances, rules, regulations or requirements of the federal, state, or local government, and any agency thereof, which are related to or in any manner affect the performance of the proposed project, including, but not limited to, Transportation Development Act (TDA) statutes and regulations, 49 U.S.C. Section 5307, FTA Circular C 9030.1E, the most current FTA Master Agreement, and the most current Certifications and Assurances for FTA Assistance Programs.

For further information, see the Lifeline Transportation Program Cycle 5 Guidelines (MTC Resolution No. 4309), available at <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/lifeline-transportation-program>.

Project Manager

Signature	Date
Tim Chan	

Printed Name

Grant Manager

Signature	Date
Nicole Foletta	

Printed Name