

APPLICATION COVER SHEET

Project Name:	Coliseum BART Elevator Renovation Project
Project Sponsor:	San Francisco Bay Area Rapid Transit District
Application Date:	March 23, 2018
<p>Complete application packages are due by 5 p.m. Friday, March 23, 2018.</p> <p>Email applications to Andrea Gomez, agomez@alamedactc.org</p> <p><i>Late or incomplete applications will not be accepted.</i></p> <p><i>Hard copies will not be accepted.</i></p>	

Application Checklist:

Check the appropriate boxes to indicate the items that are being submitted and list any additional attachments as needed. Clearly label your attachments according to the numbering provided below. All attachments must be easily readable when reproduced in black and white.

To check a box below, double click the box and mark the "Default Value" as "Checked."

X **Lifeline Application:** Provided Word file (required)

X **Attachment 1:** Map of Project Area / Route (required)

Note: For transit operations projects, Attachment 1 is to also include route schedule/timetable and the route map is to indicate the route stops.

X **Attachments 2-4:** Additional Project Information (Forms are in provided Excel file)

X **Attachment 2: Project Schedule** (required)

X **Attachment 3a: Project Costs** (required)

X **Attachment 3b: Project Funding** (required)

N/A **Attachment 4: Transit Operations** (required for transit and program operations)

List any additional attachments, such as pages from planning documents, letters of support, detailed budget, etc. that are being submitted with the application:

X **Attachment 5:** List of Phase 1 BART Elevator Renovations

X **Attachment 6:** Letter of Support from the Paratransit Advisory and Planning Committee (PAPCO)

X **Attachment 7:** Letter of Support from the City of Oakland

X **Attachment 8:** State & Federal Compliance

Resolutions of Local Support:

Due to MTC's programming schedule, the required Resolutions of Local Support are due to Alameda CTC by May 25, 2018, the day after the Alameda CTC is scheduled to approve a final Cycle 5 program.

Applicant's anticipated Resolution of Local Support adoption date: **May 10, 2018.**

Lifeline Transportation Program Cycle 5 Funding Application

1. GENERAL PROJECT INFORMATION

1. Project Sponsor and Contact:

Transit Agency (Eligible Direct Recipient):	San Francisco Bay Area Rapid Transit District (BART)
Contact person:	Donna Lee
Title:	Principal Planner
Address:	300 Lakeside Drive, Floor 16, Oakland, CA 94612
Telephone number:	(510) 464-6282
E-mail address:	dlee@bart.gov
DUNS Number: ¹	047409107

2. Partner Agencies/Sub-recipients:

Partner Agency/Sub-recipient 1	
Contact Person	
Title	
Address	
Telephone	
Email	
Partner Agency/Sub-recipient 2	
Contact Person	
Title	
Address	
Telephone	
Email	

3. Project Type:

- | | |
|--|--|
| a. Is project type:
<input type="checkbox"/> Operations
<input checked="" type="checkbox"/> Capital
<input type="checkbox"/> Both | b. If Operations:
<input type="checkbox"/> New service/program
<input type="checkbox"/> Existing service/program |
|--|--|

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.

4. Project Name:

Coliseum BART Elevator Renovation Project

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

The BART Elevator Renovation Program was developed to address the growing needs of aging equipment and components that cause elevator failures in BART Stations, and is a more cost-efficient way to keep the elevators in stations performing. The overall BART Elevator Renovation Program is estimated to cost \$7.7M. BART has secured some funds for this work and continues to search for other sources of funding to complete this important program that is essential to the safe and reliable operations of the BART system. Renovation of elevators at the Coliseum BART Station is part of Phase 1 of the Elevator Renovation Program. This grant application is requesting funds to renovate two elevators at the Coliseum BART Station. This station has a need for safe, reliable, and operational elevators and serves a community that consists of roughly 30% low-income. This project is scalable if funding is only available for one elevator.

6. Budget Summary:

	Amount (\$)	% of Total Project Budget
Amount of Lifeline funding requested:	\$1,500,000	80%
Amount of local match proposed:	\$300,000	20%
Amount of all other funding:		
Total project budget:	\$1,800,000	100%

2. 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: _____)
- Findings from a CBTP and/or substantive local planning effort to another low-income area
(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.*

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.*

3. 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 (District) 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. The District intends to ensure that, while neutral in 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 see the information provided with the application material for instructions on how to locate this demographic information 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)?

[X] Yes [] No

4. PROJECT DESCRIPTION/NARRATIVE

Provide a detailed yet concise project/program description. For capital projects include complete project scope of work and location/limits. Include existing conditions and relevant project history. For transit operations include routes, service area, hours, and frequency. For program operations include provided services, location, hours.

BART is a vital part of the Bay Area's transportation system. Many individuals rely on BART to get to their daily destinations including work, day care centers, doctor appointments, and grocery stores. Persons who are of low-income, do not own a vehicle, are disabled, and/or are older in age, rely on the BART system. This 45-year-old system has equipment, including costly elevators, that are just as old, and are in need of repair and renovation. The BART Elevator Renovation Program was developed to address the growing needs of aging equipment and components that cause operational issues in BART Stations, and the Program is a more cost-efficient way to keep the elevators in stations performing. This grant application is requesting funds to renovate two elevators at the Coliseum BART Station.

Provide a map as Attachment 1 to the application (capital project location, program location/target area, or transit route map). For Transit operations, route maps are to include route stops and a route schedule is to also be provided.

5. PROJECT EVALUATION

Using the provided text boxes, describe the project by providing all of the information requested in items 1-20. The application review panel will use this information to score each application. Scoring weights have been included in parenthesis where applicable.

MTC STANDARD EVALUATION CRITERIA:

Project Need/Goals and Objectives (30%)

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 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.

Out of service elevators negatively impact BART patrons that rely on vertical transportation to access the BART system, such as persons who have physical disabilities, need assistance to transport luggage or strollers, or have limited mobility. Patrons expect and deserve functioning elevators at

BART stations. BART staff has collected various-types of data through surveys. In surveys that asked whether a respondent had a disability, it was determined that close to 4.5% of average weekday riders at the Coliseum Station had some type of disability, which is higher than the 3% of all BART riders who have disclosed as having a disability. (Please note these numbers may not be statistically accurate in representing the number BART riders who have physical disabilities, as these figures were gleaned from surveys with other objectives.) However, the impact on even one rider, who is reliant on working vertical circulation, is good reason to have elevators and escalators in good working order.

2. a. What are the project's goals and objectives?

Efforts to modernize BART's station elevators are especially beneficial to patrons with mobility disabilities that require an accessible route for gaining access to the BART system and traversing the station levels. The Elevator Renovation Program will help to increase the reliability of BART's vertical transportation system for everyone.

b. Quantify the project goals by providing 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) and an estimate of the number of low-income persons that will be served by this project per day, per quarter and/or per year (as applicable).

Two elevators at the Coliseum BART Station will be renovated, if sufficient Lifeline funds are awarded. BART Station Profile Surveys estimate that 30%, or roughly 1,300, of weekday riders coming from the immediate Coliseum Station neighborhood are of low socio-economic income, and roughly 26%, or 2,000, of weekday riders entering this station are of the same disadvantaged economic status.

c. Describe how the project's goals and objectives are consistent with the goals of the Lifeline program?

The Project's goals to provide safe and reliable elevators to riders is in line with the Lifeline Program's goals to improve mobility for Bay Area residents. Reliable, operating elevators provide the safe, vertical mobility that is needed for persons who have physical disabilities, have limited mobility, or need to transport a wheelchair, luggage, or stroller to travel within the BART system.

Community-Identified Priority (10%)

3. How does the project address a transportation gap and/or barrier identified in a completed community-based transportation plan (CBTP) and/or other substantive local planning effort involving inclusive engagement to low-income populations? Indicate the name of the completed 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 <http://www.mtc.ca.gov/planning/cbtp/> and <http://www.mtc.ca.gov/planning/snapshot/>.)

In the 2018 Coordinated Public Transit Human Services Transportation Plan, the need to "improve BART station elevators, (which) need regular maintenance and cleaning" was mentioned on page 84; page 117 of the document references a public comment that, "the number of non-working escalators (elevators) at BART and MUNI stations is shocking." Elevator rehabilitation and renovations are capital improvement priorities identified in BART's July 2017 Short Range Transit Plan (SRTP) and Capital Improvement Plan (CIP) on pages 5-16 to 5-18.

4. How does the project address a transportation gap and/or barrier identified in a countywide or regional welfare-to-work transportation plan, the Bay Area's 2017 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), and/or other documented assessment of needs within designated communities of concern? Please indicate the name of the plan(s) and the page number where the relevant need is identified. The Coordinated Plan is found online at: <http://www.mtc.ca.gov/planning/pths/>.

At community outreach meetings, members of the public voiced the need to improve accessibility to and from bus stops and transfer centers – elevators, sidewalks, curb cuts, curb ramps, and crosswalks. These concerns were captured in the 2013 and 2018 Coordinated Public Transit Human Services Transportation Plans, specifically stating the need to “improve BART station elevators, (which) need regular maintenance and cleaning”, which is mentioned on page 84, and on page 117 of the 2018 document, “the number of non-working escalators (elevators) at BART and MUNI stations is shocking.”

5. If the low-income community in which the project is located (project area) does not have a completed CBTP and/or other substantive local planning effort involving inclusive outreach to low-income populations, please include justification for applying the findings from a CBTP and/or other substantive local planning effort to the project area.

The need for operational elevators was identified as an item of concern in the 2013 and 2018 Coordinated Public Transit Human Services Transportation Plans (see above).

Implementation Plan and Project Management Capacity (10%)

6. a. **For operating projects:** Provide an operational plan for delivering service. A detailed schedule and budget are to be provided as Attachments 2 and 3 to the application. (Use provided Excel file).

N/A

- b. **For capital projects:** Provide an implementation plan for completing a capital project, including key milestones and estimated completion date. A detailed schedule and budget are to be provided as Attachments 2 and 3 to the application. (Use provided Excel file).

An Elevator Assessment Study was completed in November 2017, calling out the most deficient elevators in need of renovation. The Elevator Renovation Program consists of 32 elevators separated into two phases. Phase 1 will modernize eight elevators and Phase 2 will modernize 24 elevators. A project plan was created in January 2018 for Phase 1, with design efforts currently being initiated. Phase 1 is expected to begin construction efforts in Spring 2019, and it will be completed in Summer 2020. Elevator renovations are done in pairs, and each pair of elevators is expected to require 4 months to complete. BART will provide bus bridging alternatives for stations under construction. Currently, there is no start date for Phase 2. The Coliseum elevator renovations are included in Phase 1.

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

Modernization of BART’s elevators will increase safety, reliability, performance, aesthetics, comfort, efficiency, and sustainability. The speed that governs how long it takes to travel from Floor A to Floor B can be electronically controlled. The acceleration and deceleration speed of elevators can be controlled electronically by smart dispatching systems that distribute cars on different floors and collect passengers more efficiently to decrease the wait-time. New motors can also cut total energy consumption by 40%, by running cooler and regenerative drives that translate braking force into useable energy.

8. Is the project ready to be implemented? What, if any, major issues need to be resolved prior to implementation? When are these issues anticipated to be resolved?

Phase 1 of the Elevator Renovation Program has initiated design and kick-off meetings are scheduled to commence in early April 2018. If fully-requested Lifeline funding is awarded, the Coliseum Elevator project to renovate two elevators at the Coliseum BART Station will be fully funded. The project is ready for implantation with completion expected within the three-year allocated timeframe.

9. 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, and their qualifications.

An elevator renovation project completed at the BART Pleasant Hill parking structure involved similar work as planned for the Coliseum BART Station. Staff and contractors will erect elevator barricades; and will conduct engineering, manufacturing, construction, inspection, component replacement, adjustment, testing and other necessary tasks. Key personnel include a project manager, contractor, project engineer, resident engineer, inspector, and maintenance support.

10. Indicate whether your organization has been or is a current recipient of state or federal transportation funding. If so, provide the project's Federal TIP ID number. If your organization has previously received Lifeline funding, please indicate project name and grant cycle and briefly describe project progress/outcomes including the most recent service utilization rate.

The Elevator Renovation Program falls under BART's Station Modernization Program, Federal TIP ID # CC-130048. BART has received Lifeline funds for other programs, including funds from Lifeline Cycle 3 for wayfinding signage: \$3.5M for Wayfinding Signage and Real-Time Display at 8 stations in Alameda County (\$2.0M for 4 BART stations in Contra Costa or SF counties), and \$52,000 for Bike Lockers at Lake Merritt Station. The Wayfinding Program was also a recipient of Lifeline Cycle 4 funds: \$2.1M for Wayfinding and Real-Time Departure Information at 19th Street BART Station (\$1M for 16th & 24th stations in SF). In addition, BART has received Federal 5307-JARC funds to operate a Late-Night Owl Bus Service to provide bus service to patrons who need to travel to work and other destinations outside of BART's core 4:00am to 12:00pm service hours.

BART's Wayfinding Phase 3 Program (not referencing Lifeline Cycle 3) is 90% complete at 10 stations, including Lake Merritt, San Leandro, Bay Fair, Hayward, South Hayward, West Oakland, Coliseum, 19th Street, 16th Street/Mission (SF), 24th Street/Mission (SF). Construction on BART's Wayfinding Phase 2 Program (not a reference to Lifeline) for improvements at 16 BART stations, including Pittsburg/Bay Point is complete. Construction on wayfinding improvements at the Downtown Berkeley Station is 65% complete.

Coordination and Program Outreach (5%)

11. 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.

The Project Manager will coordinate the work and schedule with BART's Customer Access Department and the Government & Community Relations staff to provide public outreach to the local ADA community, as well as the public, via the bart.gov website. Other methods of outreach could include flyers and push-alerts via email and other social media.

12. 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.

Stakeholders include BART Maintenance & Engineering staff, BART Board of Directors, BART's District Architect, BART patrons, and ADA advocates. The Project Manager will coordinate the work and schedule with BART's Customer Access Department and the Government & Community Relations staff to provide public outreach to the local ADA community, as well as the general-public, via the bart.gov website. Other methods of outreach could include flyers and push-alerts via email and other social media

13. Describe how project has full community support and indicate whether it has obtained agency governing body approval.

The Project has secured Letters of Support from the City of Oakland and the Paratransit Advisory and Planning Committee (PAPCO). Operations and cleanliness of BART elevators are a District priority. Escalator rehabilitations and renovations are identified as capital improvement priorities in BART's Short Range Transit Plan (SRTP) and Capital Improvement Plan (CIP); pages 5-16 to 5-18.

Cost Effectiveness and Performance Indicators (10%)

14. a. Demonstrate how the proposed project is the most appropriate way in which to address the identified transportation need and is a cost-effective approach.

New elevator replacement can be costly and manufacturing can be very time-intensive. The elevator cab is generally the most expensive component of the elevator system. BART would first consider making repairs to the existing cab, and depending on the condition of the equipment, timing, and availability of funding, staff would decide whether renovation or fully replace is warranted to provide safe and reliable elevators that will function for many years.

- b. 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, car loans provided, etc.), cost per unit of service (e.g. cost per trip), and a quantitative summary of service delivery procedures employed for the project. For capital-related projects, milestones and reports on the status of project delivery should be identified.

Outcome/Goal/ Milestone	Performance Measure
Complete Design	Biddable Construction Documents
Notice to Proceed and Award Contract	Commence Construction
Renovate 1-2 Elevators	Newly upgraded and functional elevators
Complete Construction	Close-out

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

The Project will have progress milestones for design and construction. Once the project is complete, remote monitor measures will be set up to alert staff when equipment failures occur. BART will implement a systemwide elevator status program, and will post elevator availability information on the outside of each elevator.

Project Budget/Sustainability (10%)

15. a. The provided Excel file contains worksheets for Attachments 2-4 of the application. For Attachments 3a and 3b, provide a detailed line-item budget describing each cost item including start-up, administration, operating and capital expenses, and evaluation in the format provided. If the project is a multi-year project, detailed budget information must be provided for all years (two years maximum). Please show all sources of revenue, including anticipated fare box revenue.
- b. In the budget attachment, clearly specify the source of the required matching funds. The local match needs to meet the minimum amount required for the fund source you are applying for (or have indicated you are eligible for in Section B above. Include letter(s) of commitment from all agencies contributing towards the match as additional attachments to the application. If the project is multi-year, please provide letters of commitment for all years.

c. If the project includes indirect expenses, the applicant must have a federally approved indirect cost rate.

16. For operations projects, describe efforts to identify potential funding sources for sustaining the service beyond the grant period.

N/A

ADDITIONAL ALAMEDA CTC EVALUATION CRITERIA:

Project Demand (10%)

17. Describe the anticipated demand, such as number of people served, for this project/program from existing or potential low-income community members. Include letters of support as additional attachments to the application.

The Coliseum BART Station has an average weekday ridership of approximately 6,700. Roughly 30% of the BART riders from the local community are considered low-income. Approximately 26% or 2,000 average weekday riders entering this station are low-income. Letters of Local Support are attached.

Project Readiness (10%)

18. Priority will be given to projects which are: fully funded if application is approved; projects which have considered and resolved any foreseeable implementation issues; projects that have agency governing body approval; and/or projects that are fully supported by the local community in which the project will be implemented.

Complete project readiness checklist below:

- X Project is fully funded, if Lifeline application approved (as indicated in item 15 and detailed in Attachments 3a and 3b);
- X Project has no foreseeable implementation issues (as indicated in item 8);
- X Project has agency governing body approval (as indicated in item 13); and
- X Project is fully supported by the local community (as indicated in item 13).

Local Matching Funds (above minimum required) (5%)

19. Describe how the minimum 20% matching fund requirement (50% for Section 5307 operations and automobile-related projects) will be met and if additional funds above the minimum match have been secured. Will this project be fully funded if this request for Lifeline funding is approved? What outside funding sources have been secured prior to submitting this application and which are still pending/potential? When is the secured match funding available and what is the duration of the match?

BART will be contributing 25% of Operating & Capital funds to commence the project. The construction phase of this project will be funded by ADA funds. If BART receives the full Lifeline funding request, the project will be fully funded.

Additional Information

20. Provide any additional information which has not been included elsewhere in this document to support your application: If additional attachments are to be submitted with the application that have not been mentioned elsewhere, please mention here.

In total, 81 elevators located on eight lines in 44 stations were assessed. As expected for elevators within a mass transit system, BART elevators are subject to high use, abuse and environmental conditions that are detrimental to their operations. Careful consideration was given to the prioritization of the equipment to minimize the impact of the elevator modernization on BART ridership, while maintaining accessibility to the stations for everyone who experiences mobility challenges.

BART has a need to renovate and rehabilitate two elevators at the Coliseum Station. If sufficient Lifeline funds are awarded, BART will be able to upgrade two elevators. If only partial, but sufficient, Lifeline funding is awarded, then the program can scale the project to renovate one elevator and will continue to pursue funding to renovate the second elevator.

21. 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/sites/default/files/Lifeline_Transportation_Program_Cycle_5_Guidelines.pdf

See Attachment 8

Signature	Date
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Name and Title