

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO ENDORSE A REGIONAL GRANT APPLICATION FOR THE
FEDERAL TRANSIT ADMINISTRATION (FTA) DISCRETIONARY LIVABILITY BUS
PROGRAM**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, In June 2009, the US Department of Transportation (US DOT) joined with the Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) and created an interagency partnership, known as "The Livability Initiative," to coordinate federal transportation, housing, and environmental protection investments; and

WHEREAS, on December 8, 2009, the Federal Transit Administration (FTA) announced two discretionary grant programs under this Livability Initiative: the Livability Bus Program and the Urban Circulator Program; and

WHEREAS, the Livability Bus grant selection criteria include projects that (a) have a demonstrated need for resources, (b) are a regional planning priority, (c) meet federal livability initiative criteria, including improving accessibility for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, (d) promote an environmentally sustainable transportation system, and (e) are ready to implement; and

WHEREAS, accessible bus stops for low-income communities and persons with disabilities have been identified as a regional need by the TPB Access for All (AFA) Advisory Committee since 2001; and

WHEREAS, TPB and WMATA staff identified region-wide accessibility improvements to bus stops as a priority that meet the FTA Livability Bus grant selection criteria and are relatively low cost and easily scalable; and

WHEREAS, at its December 16 meeting the TPB supported the staff proposal to develop a regional bus stop application in cooperation with WMATA for the Livability Bus Program; and

WHEREAS, the Livability Bus Program requires MPO endorsement and emphasizes directing improvements to areas in economic need; and

WHEREAS, TPB member jurisdictions were invited to submit bus stop improvements that met the grant criteria outlined in the attached memorandum and asked to identify the requisite 20% in matching funds; and

WHEREAS, the submissions for the regional Livability Bus Program for a regional application are attached and summarized in the attached memorandum; and

WHEREAS, WMATA will submit this Livability Bus grant application to FTA as the 5307 designated recipient for the Washington, D.C. region by February 8, 2010; and

WHEREAS, additional submissions from TPB member jurisdictions received by January 27, 2010 that meet the criteria outlined for the Regional Bus Stop Improvement Program will be provided to the TPB Steering Committee for consideration for inclusion in the grant application; and

WHEREAS, the TPB Steering Committee will review and approve the additional submissions for inclusion in the Regional Bus Stop Improvement Program at its February 5, 2010 meeting; and

NOW, THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD endorses the Regional Bus Stop Improvement Program described in the attached memorandum for submission to the FTA Bus Livability grant program by WMATA.

Adopted by the Transportation Planning Board at its regular meeting on January 20, 2010

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: National Capital Region Transportation Planning Board

FROM: Ronald F. Kirby, Director, Department of Transportation Planning

SUBJECT: Regional Bus Stop Improvement Application for FTA Livability Bus Grant Program

DATE: January 13, 2010

On January 20, the TPB will be asked to endorse the application for a Livability Bus Grant application and any requests from jurisdictions for grant application(s) under the Urban Circulator Grant program. Both programs are sponsored by the Federal Transit Administration (FTA). The focus of this memorandum is to provide an overview of a Regional Bus Stop Improvement Program application for the FTA Livability Bus Grant Program. The Regional Bus Stop Improvement Program totals **\$15,486,900** and identifies approximately **2,630** sites for improvements; the federal grant request is for **\$12,389,520**.

At the December 16 TPB meeting, the TPB directed staff to develop a proposal for the FTA Livability Bus grant program. Since that time, TPB and WMATA staff have coordinated to develop a regional Bus Stop Improvement Program that prioritizes accessibility improvements to bus stops. While WMATA is the eligible applicant for this grant program, implementing individual improvements to bus stops falls within the realm of each local jurisdiction. Therefore, to identify specific bus stop locations and improvements, TPB member jurisdictions were asked at the Technical Committee Meeting on January 8 to ascertain their level of interest in participating in a regional application and to determine the availability of local funds to serve as the requisite 20 percent match. Jurisdictions were asked to provide information on bus stop locations, specific improvements, cost estimates, and matching funds to TPB staff by COB Wednesday, January 13.

Background

On December 8, 2009, FTA released a Notice of Funding Availability and a Solicitation for Project Proposals for \$150 million in discretionary Section 5309 funding for the Bus and Bus Facilities Livability Initiative. "The Livability Bus Program" makes funds available for capital projects such as purchasing and rehabilitating buses, vans, and bus-related equipment, or constructing and rehabilitating bus-related facilities. WMATA is the eligible direct recipient of these funds for the Washington D.C. region.

There are several elements of the Livability Bus Program that signal advantages from regional cooperation in assembling a grant package, including a requirement for MPO endorsement and

an emphasis on directing improvements to areas in economic need throughout the region. As part of the Federal Livability Initiative, applications submitted for these program funds will be evaluated by FTA and coordinated with representatives from the US Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA). The application deadline is February 8, 2010, and awards will be announced in early 2010. Grant applications must identify a 20% local match. Projects must be able to begin upon receipt of the grant, and should be readily scalable.

Given the elements described above, region-wide accessibility improvements to bus stops were identified as a priority that are relatively low cost and easily scalable, and also have the potential to make permanent, placemaking improvements in areas of economic need. Accessible bus stops for low-income communities and persons with disabilities have been identified as a regional need by the TPB Access for All (AFA) Advisory Committee for many years. Specifically, the AFA has made the following recommendations:

- Prioritize bus stop improvements in areas with the highest concentrations of poverty but where bus use is also high;
- Redesign existing bus stops in a way that safely accommodates the widest range of potential users, including people with disabilities and limited-English speakers; and
- Provide comprehensive information (i.e. maps and schedules) at bus stops that is easy to understand for both English and non-native English speakers.

Criteria for Submissions

Criteria for jurisdictions to use in selecting project locations and project elements were derived from FTA programmatic priorities and project evaluation criteria, and further tailored using regional sources (i.e. AFA recommendations and WMATA's Regional Bus Stop Inventory) as well as federal demographic data from the US Census and HUD to ensure that selected improvements best meet livability goals for the region. Maps (provided in Attachment 1) were developed by TPB and WMATA staff to show priority areas and corridors throughout the region where bus stop improvements could best enhance livability. Both maps identify bus stops which are not functionally accessible for persons with disabilities.¹ The shaded areas in both maps indicate the intersection of locations with high concentrations of:

- Persons with disabilities (compared with the regional average)
- Older adults (compared with the regional average)
- Limited vehicle availability (compared with the regional average)
- Middle- to low-income households (as identified by HUD income eligibility requirements for participation in the Neighborhood Stabilization Program, a component of the Community Development Block Grant.)²

¹ WMATA's Office of Access Services identified bus stops not functionally accessible in WMATA compact jurisdictions except Montgomery County, MD. The maps include all bus stops within Montgomery County, MD.

² The primary objective of the HUD Community Development Block Grant (CDBG) Program is the development of viable urban communities by providing decent housing, a suitable living environment, and economic opportunity, principally for persons of low- and moderate-income. Incorporating HUD data in the criteria for a Regional Bus Stop Improvement Plan is consistent with the Livability criteria outlined in the Livability Bus Program.

To best meet the Livability criteria outlined in the federal guidance, jurisdictions were encouraged to select projects that fall within the shaded areas identified in the maps in Attachment 1. Jurisdictions that do not have project locations within these corridors and would like to participate were provided with additional criteria for project selection (Attachment 3).

Regional Bus Stop Improvement Program

Table 1, on page 4, indicates the jurisdictions that will participate in the Regional Bus Stop Improvement Program, and includes information on the projects identified, matching funds, and total project cost.

As of January 13, the total project cost is **\$15,486,900** with **\$3,097,380** identified as a 20% local match, and six member Jurisdictions opted to participate in this regional grant application: Arlington County, Prince William County, Prince George's County, City of Greenbelt, Montgomery County, and the District of Columbia. The federal grant request is for **\$12,389,520**.

The Regional Bus Stop Improvement Program identifies approximately **2,630** sites for improvement. Specific improvements range, and include creating accessible pathways and sidewalks; installing bus shelters; improving lighting; providing signage, benches, and trash receptacles; and integrating automated transit information for riders.

TPB Action and Next Steps

As part of its evaluation criteria, FTA requires that the TPB endorse submissions to the FTA Livability Bus Program. Accordingly, the TPB is asked to consider Resolution R15-2010 which endorses the improvements included in this Regional Bus Stop Improvement Program.

If the TPB approves R15-2010, TPB staff will compile the information received into a comprehensive regional application for WMATA to submit to FTA by February 8, 2010. If awarded, WMATA would be responsible for administering the grant.

Attachments

Attachment 1: Maps of Focus Areas for Bus Stop Accessibility Improvements

Attachment 2: Summary of FTA Federal Register Notice on Livability Bus Grant Program

Attachment 3: Criteria for Jurisdictions to Consider in Selecting Projects

Attachment 4: Submission Forms from TPB Member Jurisdictions for Regional Bus Stop Improvement Program Application

Table 1: Summary of Improvements by Jurisdiction for the Application
As of January 13, 2010

Jurisdiction	Funding		# of Stops	Project	
	Total	Match		Location	Description
Arlington County	\$250,000	\$50,000	15	TBD Based on proximity to MetroAccess and STAR clients and other targeted criteria	Provide accessible sidewalks, ramps, concrete pad, shelter, bench, trash receptacle, landscape improvements
D.C. - Bus Bay Improvement	\$750,000	\$150,000	3	Anacostia (14), Fort Totten (9), Brookland (9)	Rehabilitation of Bus Transfer Facilities at 3 Metrorail Stations
D.C. - NextBus	\$1,500,000	\$300,000	375	Citywide	Installation of Real-time Bus Arrival Signs in District-owned Bus Shelters
City of Greenbelt	\$96,400	\$19,280	28	Greenbelt West; bounded by Breezewood Drive, Springhill Drive, Cherrywood Lane and Edmonston Rd.	Installation of bus shelters, concrete pads, and ramps, improvements to existing shelters/pads to improve wheelchair accessibility
Montgomery County - Automated Transit Information System (ATIS)	\$1,450,000	\$290,000	50	TBD. Priority areas that include transit-dependent and limited-English proficiency populations	Real time bus arrival information will become available to the Ride-On passengers on signs, the web, and cell phones
Montgomery County - Bus Stop Lighting	\$4,125,000	\$825,000	550	Areas with high concentration of low income, crime, and bus use	Provide lighting to improve pedestrian safety
Prince George's County	\$7,212,500	\$1,442,500	1,600	Urban higher density areas east of the District and Montgomery County border and west of the circumferential Beltway I-495	Bus stop signage, shelters, trash can placement, benches, improved lighting and sidewalk and curb access improvements
Prince William County (PRTC)	\$103,000	\$20,600	9	Route 1 Corridor Woodbridge, Manassas, Dale City	Provide bus shelters to 7 stops; Extend sidewalks to 2 stops
Total	\$15,486,900	\$3,097,380	2,630		
Total Federal Request		\$12,389,520			

Attachment 1:

Maps of Focus Areas for Bus Stop Accessibility Improvements

DRAFT 1/7/10

ATTACHMENT 1

Map 1: Focus Areas for Bus Stop Accessibility Improvements to Enhance Livability (WMATA Compact Area)

Data was analyzed at the census tract level to identify areas of concentration of economically disadvantaged populations, non-drivers, older adults and persons with disabilities. Census tracts were determined to meet the criteria if they exceeded the regional average. HUD income eligibility requirements for the Neighborhood Stabilization Program were utilized to determine the middle- to low-income populations. More specifically, census tracts met the criteria under the following conditions:

- a. No Vehicle Availability (>12%)
- b. Older Adult Population (>9%)
- c. Persons with Disabilities (>15%)
- d. More than 50% Middle-Low Income Households (<120% area median income)

Census tracts that met either any three (3) or all four (4) of the above criteria are highlighted on the map to the left.

Census Tracts Meeting 3 or 4 of the Criteria

- 4
- 3

Bus Stops Falling within Census Tracts Meeting 3 or 4 of the Criteria

- 4
- 3
- fewer than 3

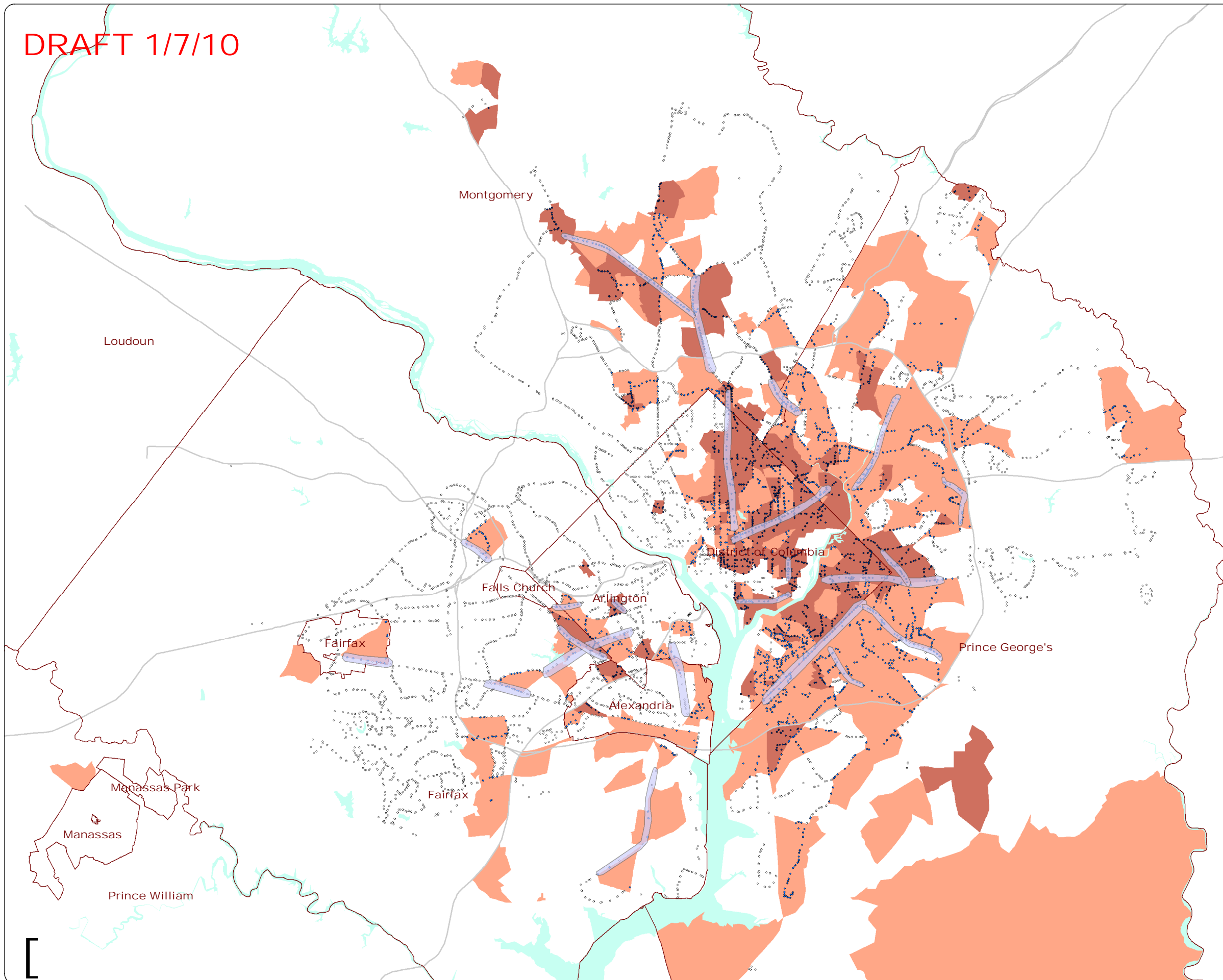
Clusters of Bus Stops Along Routes with More Frequent Service

- Potential Focus Areas

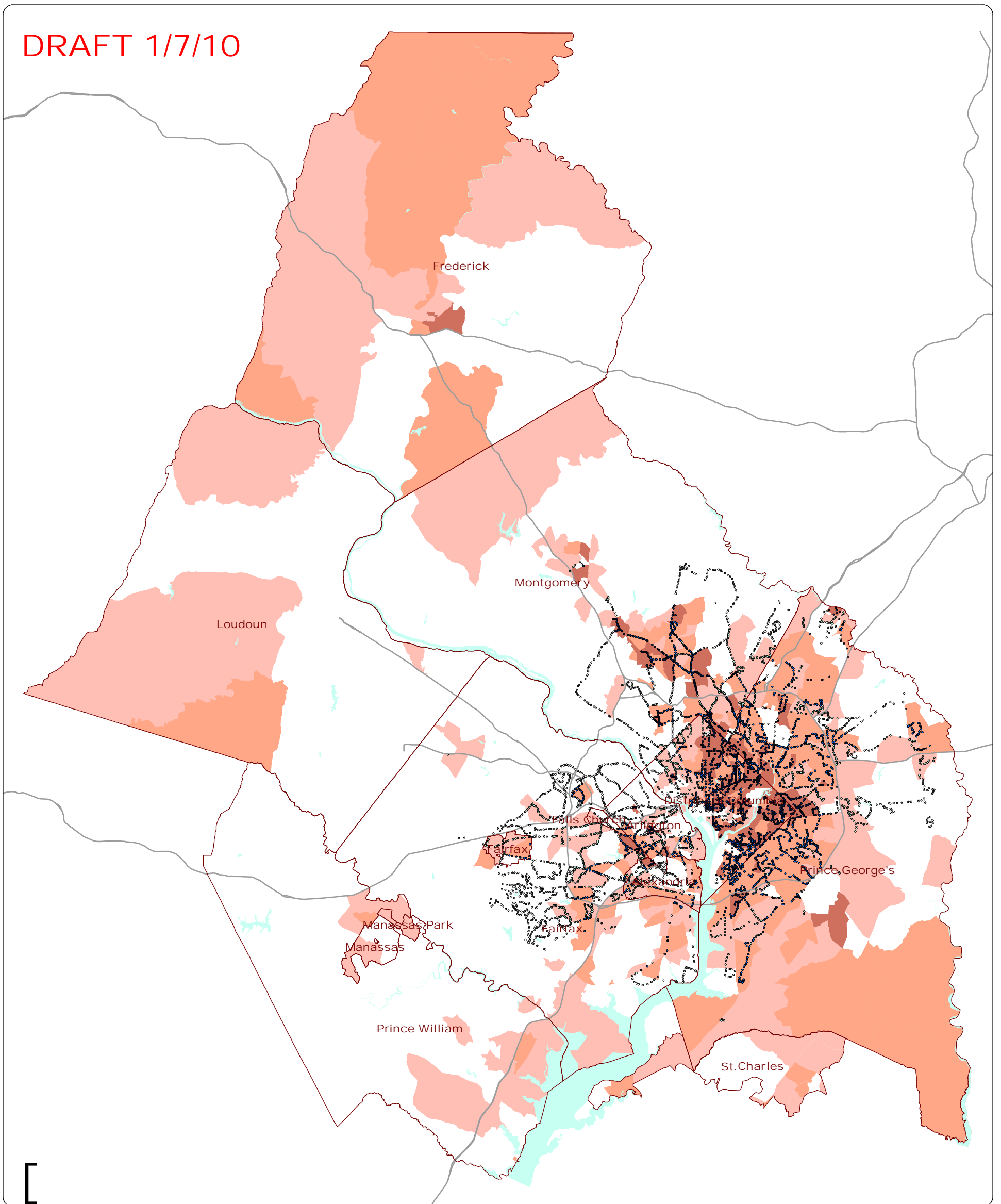
Not Functionally Accessible Bus Stops in the WMATA Compact Jurisdictions

# Criteria	Total	DC	MD	VA
2+	5,232	1,455	2,817	960
3+	3,677	1,262	2,018	397
4	1,366	772	501	93

Note: MD figures include all Montgomery County bus stops within census tracts meeting the specified criteria.



DRAFT 1/7/10



ATTACHMENT 1

Map 2: Focus Areas for Bus Stop Accessibility Improvements to Enhance Livability (TPB Planning Area)

Data was analyzed at the census tract level to identify areas of concentration of economically disadvantaged populations, non-drivers, older adults and persons with disabilities. Census tracts were determined to meet the criteria if they exceeded the regional average. HUD income eligibility requirements for the Neighborhood Stabilization Program were utilized to determine the middle- to low-income populations. More specifically, census tracts met the criteria under the following conditions:





- a. No Vehicle Availability (>12%)
- b. Older Adult Population (>9%)
- c. Persons with Disabilities (>15%)
- d. More than 50% Middle-Low Income Households (<120% area median income)

Census tracts that met two or more of the specified criteria are highlighted on the map above.

Census Tracts Meeting 2 or more of the Criteria

-  4
-  3
-  2

Not Functionally Accessible Bus Stops Falling within Census Tracts Meeting 2 or more of the Criteria

-  4
-  3
-  2
-  fewer than 2

Attachment 2: Summary of FTA Federal Register Notice on Livability Bus Grant Program

NEW FEDERAL TRANSIT ADMINISTRATION LIVABILITY PROGRAMS

In June 2009, the US Department of Transportation (DOT) joined with the Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) and created an interagency partnership, known as “The Livability Initiative,” to coordinate federal transportation, housing, and environmental protection investments.

On December 8, 2009, the Federal Transit Administration (FTA) announced a grant program under this Livability Initiative: The Livability Bus Program. Through this and other programs, FTA will invest in projects that fulfill 6 principles of The Livability Initiative: provide more transportation choices; promote equitable, affordable housing; enhance economic competitiveness; support existing communities; coordinate policies and leverage investment; value communities and neighborhoods. Applications submitted for each of these program funds will be evaluated by FTA in coordination with HUD and EPA. The deadline for applications under both programs is February 8, 2010, and awards will be announced in early 2010.

FTA LIVABILITY BUS PROGRAM

Highlights

- \$150 million in unallocated Discretionary Bus and Bus Facilities funds for capital projects.
- 20% local match is required. FTA will not approve deferred local share. No floor/upper limit constraint.
 - FTA intends to fund as many projects as possible – applicants selected for funding may receive less than the amount originally requested.
- Projects must be ready to begin upon receipt of award.
- Projects must have a demonstrated need for resources.

Key Requirements

- Eligible Expenses: Capital Projects to purchase and rehabilitate buses, vans, and bus-related equipment (including ITS, fare equipment, communication devices), or construct and rehabilitate bus-related facilities.
- Eligible Applicant: WMATA (Direct Recipient, Section 5307 Urbanized Area Formula Program)
 - Eligible subrecipients are public agencies, private non-profit organizations, and private providers engaged in public transportation.
- MPO Role:
 - TPB must endorse project, indicating project is a regional priority (part of FTA evaluation criteria)
 - If awarded, project must be incorporated into TIP and CLRP

Attachment 3: Criteria for Jurisdictions to Consider in Selecting Projects

- In order for selected projects to exhibit promoting independence for persons in low-income communities, persons with disabilities, and/or persons who are non-native speakers of English, bus stops should fall within the corridors identified in the maps in Attachment 1.

Jurisdictions that do not have bus stops in the identified corridors on maps in Attachment 1 and would like to participate should identify bus stops locations in areas that:

- ✓ Serve a high number of bus users (ridership thresholds to be determined) AND;
 - ✓ Have been identified as inaccessible, AND;
 - ✓ Have been identified as low income according AND/OR;
 - ✓ Have been identified as having a significant number of MetroAccess users AND/OR;
 - ✓ Have been identified as having transit dependent communities, AND/OR;
 - ✓ Have been identified as having persons with limited English proficiency
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- In order to demonstrate transportation and land use/housing coordination, bus stops should fall in areas that complement related economic development, housing, or environmental projects, including:
 - ✓ State/local economic development projects
 - ✓ HUD Empowerment Zones
 - ✓ CDBG project locations
 - ✓ Affordable/Public housing
-
- In order to meet Federal Livability Criteria, bus stops improvements should provide permanent, placemaking benefits in accordance with local plans and objectives, including any or all of the following, as appropriate:
 - ✓ Improved convenience, comfort and safety:
 - Addition or provision of designated bus stop area, such as unobstructed landing pads, where necessary
 - Addition of or improvement of existing bus shelters
 - Improved lighting
 - Addition of bus-stop amenities, such as benches, vending machines, and trash receptacles
 - Addition or provision of slip-resistance finishes, good grip, and sure footing to surfaces to ensure safety
 - Addition or provision of other amenities, such as bicycle storage, shopping cart storage, or daily lockers
 - Addition or provision of safety features, such as a police call box
 - ✓ Improved access to bus stop via new sidewalks, curb cuts, bulb-outs, etc
 - ✓ Improved way-finding, clearly displayed signage and other bus service information in a variety of languages and formats and at the eye-level of a wheelchair user

Attachment 4:

Submission Forms from TPB Member Jurisdictions for Regional Bus Stop Improvement Program Application

Arlington County

Contact Information:

1. Contact Name: Steven Yaffe
2. Implementing Jurisdiction: Arlington County
3. Phone Number: 703-228-3690
4. Email Address: syaffe@arlingtonva.us

Project Details:

1. Short project description: Arlington Transit will make improvements including accessible pathways to fifteen (15) existing high priority bus stops at various locations throughout Arlington County. The County previously identified for improvements 100 high priority bus stops upon the basis of ridership, safety and accessibility. The improvements to these stops are now gaining environmental clearance through the National Environmental Policy Act process. The County lacks sufficient funds to make improvements to all 100 high priority stops. The 15 bus stops improved by this application will be selected from the exiting pool of priority stops based upon the proximity to origins and destinations for MetroAccess and STAR clients and other targeted criteria (See Location, item 3 below and attached map). Pathway accessibility to transit will provide paratransit users the choice of independently using fixed route transit while increasing the attractiveness of transit to the general public.
2. Total project cost: \$250,000
3. Amount of local match being provided (must be 20%): \$50,000
 - a. Please provide the source of the match (note that a letter of commitment is also required): County funds.

Location

1. Project location(s) (please specify small areas or corridors). Various locations throughout Arlington County, see attached map.

The project is located in geographic areas identified in the Attachment 1 Map (i.e. Focus Areas or Census Tracts meeting 3 or 4 selection criteria).	<input type="checkbox"/>
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2. Please provide ridership numbers for all proposed areas (if available):
3. The project must be located in an area that meets **at least one of the following criteria:**

Have been identified as having a significant number of MetroAccess users AND/OR;	<input checked="" type="checkbox"/>
Have been identified as having transit dependent communities, AND/OR;	<input checked="" type="checkbox"/>
Have been identified as having persons with limited English proficiency	<input checked="" type="checkbox"/>
Areas with state/local economic development projects	<input type="checkbox"/>
HUD Empowerment Zones	<input type="checkbox"/>

Arlington County

CDBG project locations	<input checked="" type="checkbox"/>
Affordable/public housing	<input checked="" type="checkbox"/>

4. Describe the improvements needed (s) (including current accessibility issues):
Improvements will include but not be limited to installation of new shelters, benches, signs and flags and construction of new concrete pads, sidewalks, ADA ramps, curb bulbs and bus bays.

Specific Improvements

1. # of stops in each location: Total number of stops in all locations is approximately 15 stops
2. Specify the improvements to be included in this project: the improvements at each stop will generally include a fully accessible pathway, sidewalks, accessible ramps, concrete pad, shelter, bench, trash receptacle, and landscape improvements. The average cost of improvements for each stop is approximately \$15,000. Additional funding of \$25,000 would be available to resolve for any potential right of way issues at the proposed stops.

Schedule

Please specify anticipated construction start date: June, 2010

Please specify anticipated completion date: December, 2010

District of Columbia: Bus Bay Improvements

Contact Information:

1. Contact Name: Steve Strauss
2. Implementing Jurisdiction: District of Columbia via WMATA
3. Phone Number: 202-671-1357
4. Email Address: steve.strauss@dc.gov

Project Details:

1. Short project description: Rehabilitation of Bus Transfer Facilities at 3 Metrorail Stations
2. Total project cost: \$750,000
3. Amount of local match being provided (must be 20%): \$150,000
 - a. Please provide the source of the match (note that a letter of commitment is also required): The District of Columbia will provide the local match using either unexpended project development funds at WMATA or unallocated dollars in the District's Transit Infrastructure Investment Fund (TIFF) at WMATA.

Location

1. Project location(s) (please specify small areas or corridors) Bus-to-rail, rail-to-bus and bus-to-bus transfer stations at three Metrorail stations – Anacostia, Brookland and Fort Totten.

The project is located in geographic areas identified in the Attachment 1 Map (i.e. Focus Areas or Census Tracts meeting 3 or 4 selection criteria).	Yes <input type="checkbox"/>
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2. Please provide ridership numbers for all proposed areas (if available): October, 2009 average weekday rail station entries were: Anacostia 7,591; Brookland 7,760 and Fort Totten 6,989. Assuming 50% of the customers at these rail stations arrive by bus, approximately 11,200 people use the bus transfer facilities on an average weekday. Not included in these figures are the customers who make bus to bus transfers at these stations.

3. The project must be located in an area that meets **at least one of the following criteria:**

Have been identified as having a significant number of MetroAccess users AND/OR;	Yes <input type="checkbox"/>
Have been identified as having transit dependent communities, AND/OR;	Yes <input type="checkbox"/>
Have been identified as having persons with limited English proficiency	Unsure <input type="checkbox"/>
Areas with state/local economic development projects	Yes <input type="checkbox"/>
HUD Empowerment Zones	Unsure <input type="checkbox"/>
CDBG project locations	Unsure

District of Columbia: Bus Bay Improvements

	<input type="checkbox"/>
Affordable/public housing	Unsure <input type="checkbox"/>

4. Describe the improvements needed (s) (including current accessibility issues): The bus transfer facilities at these stations have had few improvements and little rehabilitation work in the last ten years. DOT proposes spending roughly \$250,000 per station to replace and add bus shelters, replace and add seating, install energy efficient lighting, install NextBus real time bus information screens, install train arrival time information screens if feasible, provide trash receptacles, install updated bus route maps, replace and improve bus signage, repair sidewalks as needed and repaint crosswalks. Spending per station will depend on the number of bus bays at each station (9 each at Fort Totten and Brookland and 14 at Anacostia) and a thorough conditions review.

Specific Improvements

1. # of stops in each location: 9 bus bays at Brookland, 9 bus bays at Fort Totten and 14 bus bays at Anacostia.
2. Specify the improvements to be included in this project:

Improvement	Number	Cost
Addition or provision of designated bus stop area, such as unobstructed landing pads, where necessary	none	none
Addition of or improvement of existing bus shelters	At least 32 shelters. Some bays have double shelters.	\$8,000 per shelter.
Improved lighting	At least 32 shelters	About \$3,000 per shelter.
Addition of bus-stop amenities, such as benches, vending machines, and trash receptacles	Benches in all 32 shelters; some other amenities will be considered.	\$2,000 per shelter.
Addition or provision of slip-resistance finishes, good grip, and sure footing to surfaces to ensure safety	none	none
Addition or provision of other amenities, such as bicycle storage, shopping cart storage, or daily lockers	none; bicycles covered by other programs.	none
Addition or provision of safety features, such as a police call box	Will consider. Cell phones make these obsolete. CCTV might be more useful.	Probably none.

District of Columbia: Bus Bay Improvements

New sidewalks	Includes limited sidewalk repair and miscellaneous site improvements.	\$4,000 per shelter.
Curb cuts	Yes, if not already in place.	None; see above.
Additional labor and miscellaneous.	N.A.	\$2,000 per shelter.
New signage and electronic information boards and associated electrical service.	At at least 32 shelters.	\$7,000 per shelter.
Bus service information in a variety of languages and formats. (Included in amenities above.) Enhanced route maps and schedules mounted on shelter in a frame.	At at least 32 shelters.	See amenities category above.

Schedule

Please specify anticipated construction start date: No more than six months after notice of award.

Please specify anticipated completion date: No more than 9 months after construction start date.

District of Columbia: NextBus

Contact Information:

1. Contact Name: Aaron Overman
2. Implementing Jurisdiction: District of Columbia via WMATA
3. Phone Number: 202-673-1736
4. Email Address: aaron.overman@dc.gov

Project Details:

1. Short project description: Installation of Realtime Bus Arrival Signs in District-owned Bus Shelters
2. Total project cost: \$1,500,000
3. Amount of local match being provided (must be 20%): \$300,000
 - a. Please provide the source of the match (note that a letter of commitment is also required): The District of Columbia FY10 budget included a specific line item in the amount of \$300,000 in order to purchase NextBus signs in high-ridership corridors. This local funding is already in place in a DC-reimbursable WMATA account.

Location

1. Project location(s) (please specify small areas or corridors) Citywide – see list. All locations qualify under the Attachment 1 map with the exception of shelters in NW on Wisconsin, Massachusetts, and Connecticut Avenues. These important corridors draw workers to the businesses located along them, and a great proportion of bus riders in these corridors meet the selection criteria based on their residence location.

The project is located in geographic areas identified in the Attachment 1 Map (i.e. Focus Areas or Census Tracts meeting 3 or 4 selection criteria).	Yes
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Yes, see qualifying statement above.

2. Please provide ridership numbers for all proposed areas (if available): Average daily boardings at sheltered stops within the District is 450. Estimated number of daily passengers served by the signs is 168,750.

3. The project must be located in an area that meets **at least one of the following criteria:**

Have been identified as having a significant number of MetroAccess users AND/OR;	Yes
Have been identified as having transit dependent communities, AND/OR;	Yes
Have been identified as having persons with limited English proficiency	Yes
Areas with state/local economic development projects	Yes
HUD Empowerment Zones	Unsure
CDBG project locations	Unsure
Affordable/public housing	Unsure

District of Columbia: NextBus

4. Describe the improvements needed (s) (including current accessibility issues): The WMATA NextBus system is fully in place, but only available to those with computers, cell phones, or internet-enabled smartphones. Installation of realtime signage within District shelters (which are all pre-wired for NextBus sign installation) will enable populations without access to mobile technology to know when buses will arrive and reduce their out-of-vehicle wait times.

Specific Improvements

1. # of stops in each location: 375 stops citywide.
2. Specify the improvements to be included in this project:

Improvement	Number	Cost
Addition or provision of designated bus stop area, such as unobstructed landing pads, where necessary	none	none
Addition of or improvement of existing bus shelters	375	\$4,000 per NextBus sign.
Improved lighting	375	Clear Channel is required to electrify all shelters along with the signs, creating lit shelters throughout the city.
Addition of bus-stop amenities, such as benches, vending machines, and trash receptacles	None	Non
Addition or provision of slip-resistance finishes, good grip, and sure footing to surfaces to ensure safety	none	none
Addition or provision of other amenities, such as bicycle storage, shopping cart storage, or daily lockers	none	none
Addition or provision of safety features, such as a police call box	None	None
New sidewalks	None	None
Curb cuts	None	None
Additional labor and miscellaneous.	None	None
New signage and electronic information boards and associated electrical service.	375	\$4,000 per shelter, included in shelter improvements above.

District of Columbia: NextBus

Bus service information in a variety of languages and formats. (Included in amenities above.) Enhanced route maps and schedules mounted on shelter in a frame.	375	All shelters include map frames with static service information.
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Schedule

Please specify anticipated construction start date: No more than six months after notice of award.

Please specify anticipated completion date: No more than 18 months after construction start date.

City of Greenbelt

TPB/WMATA REQUEST FOR BUS STOP IMPROVEMENTS FOR LIVABILITY BUS PROGRAM

Contact Information:

- 1. Contact Name: Terri Hruby
- 2. Implementing Jurisdiction: City of Greenbelt
- 3. Phone Number: 301-474-0569
- 4. Email Address: THruby@greenbeltmd.gov

Project Details:

- 1. Short project description: Greenbelt West Residential Bus Stop Improvement Program – The City of Greenbelt proposes to upgrade 28 bus stops located in the residential community known as Empirian Village. All bus stops are located on City of Greenbelt designated roadways, and are located within City right-of-way. Empirian Village is a 2,989 unit apartment complex (population estimated at 6,500) that faces social and economic challenges. The development is served by four Metrobus routes and three TheBus routes. Of the 28 bus stops proposed to be upgraded, only six currently have bus shelters, and 18 of the 28 do not have a concrete landing pad. Improvements to be completed under this project include installation of bus shelters, improvements to existing shelters/pads to improve handicap accessibility and/or installation of concrete pads and handicap ramps.
- 2. Total project cost: \$96,400
- 3. Amount of local match being provided (must be 20%): \$19,280, plus in-kind labor for construction of bus shelters.
 - a. Please provide the source of the match (note that a letter of commitment is also required): The City’s source of matching funds is its Capital Projects Fund, which totaled \$1,559,100 in Fiscal Year 2010.

Location

- 1. Project location(s) (please specify small areas or corridors): The proposed project is located in Greenbelt West and the project area is bounded by Breezewood Drive to the south, Springhill Drive to the north, Cherrywood Lane to the west and Edmonston Road to the east. The City believes that the project area meets the Census Tract Criteria, but due to a lack of clarity on the Attachment Map 1 provided it is difficult to be 100 percent certain.

The project is located in geographic areas identified in the Attachment 1 Map (i.e. Focus Areas or Census Tracks meeting 3 or 4 selection criteria).	<input checked="" type="checkbox"/> ??
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City of Greenbelt

2. Please provide ridership numbers for all proposed areas (if available): Since the City does not oversee the operation of the subject bus service, it does not have readily accessible ridership information for this specific project location.
3. The project must be located in an area that meets **at least one of the following criteria:**

The project area comprises Census Tract 8067.03, and there are three Block Groups (1, 2 & 3). All three of these are CDBG eligible, meaning that that at least 51% of the residents are low-moderate income. The project area is racially and ethnically diverse. For example, of the 640 students that attend elementary school from the project area, 20 percent have English as a second language, with the majority being Spanish speaking.

Have been identified as having a significant number of MetroAccess users AND/OR;	<input type="checkbox"/>
Have been identified as having transit dependent communities, AND/OR;	<input type="checkbox"/>
Have been identified as having persons with limited English proficiency	<input type="checkbox"/>
Areas with state/local economic development projects	<input type="checkbox"/>
HUD Empowerment Zones	<input type="checkbox"/>
CDBG project locations	<input checked="" type="checkbox"/>
Affordable/public housing	<input type="checkbox"/>

4. Describe the improvements needed (s) (including current accessibility issues): Of the 28 bus stops proposed to be improved, 22 do not have a bus shelter and the majority do not have concrete landing pads and/or handicap ramps where appropriate. At a number of stops bus riders wait in well worn grass strips posing safety risks and challenges for those with mobility issues. This project will provide for additional bus shelters, installation of concrete landing pads and installation of curb cuts to improve handicap accessibility. Due to limited funding the City has not been in a position to undertake a comprehensive bus stop improvement program to provide for all bus stops within the City to meet American with Disabilities Act (ADA) standards. This project will allow the City to begin retrofitting its plethora of bus stops to meet ADA standards, to the maximum extent possible.

Specific Improvements

1. # of stops in each location: 28
2. Specify the improvements to be included in this project:

Improvement	Number	Cost
Addition or provision of designated bus stop area, such as unobstructed landing pads, where necessary	19	7,200
Addition of or improvement of existing bus shelters	16	64,000
Improved lighting		
Addition of bus-stop amenities, such as benches, vending		

City of Greenbelt

machines, and trash receptacles		
Addition or provision of slip-resistance finishes, good grip, and sure footing to surfaces to ensure safety		
Addition or provision of other amenities, such as bicycle storage, shopping cart storage, or daily lockers		
Addition or provision of safety features, such as a police call box		
New sidewalks		
Curb cuts (with detector mat)	28	25,200
Bulb-outs		
New signage		
Bus service information in a variety of languages and formats		

Schedule

Please specify anticipated construction start date: June 2010

Please specify anticipated completion date: November 2011

Contact Information:

1. Contact Name: Carolyn Biggins, Chief,
Division of Transit Service
101 Monroe Street, 5th Floor
Rockville, MD 20850

2. Implementing Jurisdiction: Montgomery County, Maryland
3. Phone Number: 240-777-5800
4. Email Address: Carolyn.Biggins@montgomerycountymd.gov

Project Details:

1. Short project description: The Automated Transit Information System (ATIS) project will enhance integration of ATIS subsystems into Ride On's Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system by providing information technology solutions to allow for better operations of the transportation network and information dissemination to all Ride On passengers. Real time bus arrival information will become available to the Ride On passengers on signs, the web, on cell phones and through the use of the phone system utilizing voice integrated response.

Federal Transit Administration studies have shown that the implementation of an effective real-time information system is essential to reap the benefits from the capital investment of a CAD/AVL system. The highest benefits are achieved from increased transit ridership: more frequent travel by current riders and the additional travel of new riders. Other benefits include:

- Provision of other languages for varied county customers;
 - Improvements of customer service for disabled-text and voice options for information at the stops and all county residents;
 - Increase in customer satisfaction and convenience-prioritization of high traffic areas;
 - Improvements in transit visibility;
 - Provision of critical information during emergencies.
2. Total project cost: \$1,450,000
 3. Amount of local match being provided (must be 20%): \$290,000

Montgomery County- Automated Transit Information System (ATIS)

- a. Please provide the source of the match (note that a letter of commitment is also required): Montgomery County Funds

Location

- 1. Project location(s) (please specify small areas or corridors)

The project is located in geographic areas identified in the Attachment 1 Map (i.e. Focus Areas or Census Tracts meeting 3 or 4 selection criteria).	X
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- 2. Please provide ridership numbers for all proposed areas (if available): Ride On Fiscal Year 2009 ridership is 29,627,391. Ride On ridership has increased 28% since Fiscal Year 2004.

- 3. The project must be located in an area that meets **at least one of the following criteria**:

Have been identified as having a significant number of MetroAccess users AND/OR;	<input type="checkbox"/>
Have been identified as having transit dependent communities, AND/OR;	X
Have been identified as having persons with limited English proficiency	X
Areas with state/local economic development projects	<input type="checkbox"/>
HUD Empowerment Zones	<input type="checkbox"/>
CDBG project locations	<input type="checkbox"/>
Affordable/public housing	<input type="checkbox"/>

- 4. Describe the improvements needed (s) (including current accessibility issues): There is a growing demand from the bus riding public to enhance options and amenities within the County's transportation network. Real time bus arrival information information allows the public to make informed decision concerning their mode of transportation as well as increase satisfaction in public transit. The Automated Transit Information System project will address the need by installing 50 signs that provide real-time bus information. The signs will be installed in priority areas (transit-dependent locations, limited English proficiency). In addition to signs, a web based and voice integrated system will provide additional opportunities for Ride On passengers, including those with Limited English Proficiency, to access real time bus information.

Specific Improvements

- 1. # of stops in each location: One sign will be installed per location. 50 signs to be installed overall.
- 2. Specify the improvements to be included in this project:

Improvement	Number	Cost
Addition or provision of designated bus stop area, such as unobstructed landing pads, where necessary		
Addition of or improvement of existing bus shelters		

Montgomery County- Automated Transit Information System (ATIS)

Improved lighting		
Addition of bus-stop amenities, such as benches, vending machines, and trash receptacles		
Addition or provision of slip-resistance finishes, good grip, and sure footing to surfaces to ensure safety		
Addition or provision of other amenities, such as bicycle storage, shopping cart storage, or daily lockers		
Addition or provision of safety features, such as a police call box		
New sidewalks		
Curb cuts		
Bulb-outs		
New signage	50	\$700,000*
Bus service information in a variety of languages and formats	Web based & Integrated voice response applications	\$125,000**

****Note: An additional \$100,000 will be directed toward Signs of the Times application and pilot implementation. There are also additional costs associated with CAD/AVL data migration as well as communication costs.***

***** Note: The development/implementation of web based and integrated voice response applications will occur some additional communication costs.***

Schedule

Please specify anticipated construction start date: Upon receipt of the grant

Please specify anticipated completion date: June 30, 2011

Montgomery County: Bus Stop Lighting

Contact Information:

1. Contact Name: Carolyn Biggins, Chief,
Division of Transit Service
101 Monroe Street, 5th Floor
Rockville, MD 20850
2. Implementing Jurisdiction: Montgomery County, Maryland
3. Phone Number: 240-777-5800
4. Email Address: Carolyn.Biggins@montgomerycountymd.gov

Project Details:

1. Short project description: Montgomery County has a bus stop improvement program that has made stops more accessible, convenient and attractive to users and has improved pedestrian safety. Bus stop enhancement have include items such as sidewalk connections, improved pedestrian access, pedestrian refuge island and other crossing safety measures, paved passenger standing areas and other safety upgrades. The current bus stop improvement program does not include adding bus stop lighting. This project will add lighting to 550 bus stops. The bus stop project will target priority areas and corridors where bus stop improvements will best enhance livability (e.g. lighting improvement would occur in areas with high concentration of low income, high crime, but where bus use is also high). The bus stop lighting project will improve pedestrian safety.
2. Total project cost: \$4,125,000
3. Amount of local match being provided (must be 20%): \$825,000
 - a. Please provide the source of the match (note that a letter of commitment is also required): Montgomery County Funds

Location

1. Project location(s) (please specify small areas or corridors)

The project is located in geographic areas identified in the Attachment 1 Map (i.e. Focus Areas or Census Tracts meeting 3 or 4 selection criteria).	X
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2. Please provide ridership numbers for all proposed areas (if available): Ride On Fiscal Year 2009 ridership is 29,627,391. Ride On ridership has increased 28% since Fiscal Year 2004.
3. The project must be located in an area that meets **at least one of the following criteria:**

Montgomery County: Bus Stop Lighting

Have been identified as having a significant number of MetroAccess users AND/OR;	<input type="checkbox"/>
Have been identified as having transit dependent communities, AND/OR;	X
Have been identified as having persons with limited English proficiency	X
Areas with state/local economic development projects	<input type="checkbox"/>
HUD Empowerment Zones	<input type="checkbox"/>
CDBG project locations	<input type="checkbox"/>
Affordable/public housing	<input type="checkbox"/>

4. Describe the improvements needed (s) (including current accessibility issues): Many of the County’s bus stops have safety, security or right-of-way issues since they are located on roads which were not originally built to accommodate pedestrians. Problems have included sidewalk connections, passenger standing areas or pads, pedestrian access, etc. The County has implemented a bus stop improvement program that has made improvements at approximately 1,500 bus stops. The improvements have included sidewalk connections, improved pedestrian access, paved passenger standing areas and other safety upgrades. The bus stop improvement program has not included lighting for bus stop areas. There is a need for lighting to improve pedestrian safety at the areas where bus stop enhancements have been implemented and other areas slated for bus stop enhancements.

Specific Improvements

- # of stops in each location: Lighting will be provided at 550 bus stops.
- Specify the improvements to be included in this project:

Improvement	Number	Cost
Addition or provision of designated bus stop area, such as unobstructed landing pads, where necessary		
Addition of or improvement of existing bus shelters		
Improved lighting	550	\$4,125,000
Addition of bus-stop amenities, such as benches, vending machines, and trash receptacles		
Addition or provision of slip-resistance finishes, good grip, and sure footing to surfaces to ensure safety		
Addition or provision of other amenities, such as bicycle storage, shopping cart storage, or daily lockers		
Addition or provision of safety features, such as a police call box		
New sidewalks		
Curb cuts		
Bulb-outs		
New signage		

Montgomery County: Bus Stop Lighting

Bus service information in a variety of languages and formats		
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Schedule

Please specify anticipated construction start date: Upon receipt of the grant

Please specify anticipated completion date: June 30, 2011

Prince George's County

Contact Information:

1. Contact Name: Carl Schuettler
Implementing Jurisdiction: Prince George's County Department of Public Works and Transportation
2. Phone Number: 301 883 5684
3. Email Address: cschuettler@co.pg.md.us

Project Details:

1. Short project description: A complete reinvestment in bus stop and shelter improvements in targeted urban areas within the county, including bus stop signage, shelters at high usage stops, trash can placement, benches at medium use stops, improved lighting and complementary sidewalk and curb access improvement. The county has approximately 4200 bus stops and approximately 40% or 1600 will be targeted for some improvement (minimum of signage at each).
2. Total project cost: TBD
3. Amount of local match being provided (must be 20%):
 - a. Please provide the source of the match (note that a letter of commitment is also required): Prince George's County FY 10 DPWT Transportation / Transit Fund Budget (funds available, letter to be provided shortly).

Location

1. Project location(s) (please specify small areas or corridors)
County area to be addressed will include all urban higher density neighborhoods and municipalities within the geographic area east of the District and Montgomery County border and west of the circumferential Beltway I-495. Some minor exceptions may occur beyond the Beltway for areas part of an established neighborhood and meeting certain income and transit dependency criteria. (approx. 1600 bus stops)

The project is located in geographic areas identified in the Attachment 1 Map (i.e. Focus Areas or Census Tracts meeting 3 or 4 selection criteria).	x <input type="checkbox"/>
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2. Please provide ridership numbers for all proposed areas (if available): to be provided with route totals and estimates for only those areas served.

3. The project must be located in an area that meets **at least one of the following criteria:**
Meets all of the below:

Have been identified as having a significant number of MetroAccess users AND/OR;	x <input type="checkbox"/>
Have been identified as having transit dependent communities, AND/OR;	x <input type="checkbox"/>
Have been identified as having persons with limited English proficiency	x

Prince George's County

	<input type="checkbox"/>
Areas with state/local economic development projects	x <input type="checkbox"/>
HUD Empowerment Zones	<input type="checkbox"/>
CDBG project locations	<input type="checkbox"/>
Affordable/public housing	x <input type="checkbox"/>

4. Describe the improvements needed (s) (including current accessibility issues):

The entire region described above has the county's highest ridership bus routes, but due to very early infrastructure and investment and lack of maintenance and reinvestment, the stop locations and amenities have suffered greatly. The improvements cited above and also identified below represents a complete strategy to provide a "significant upgrade or "beautification" of all amenities (install or replacement) that will improve the transit experience and promote future growth and development in high arterial corridors.

Specific Improvements

- # of stops in each location: 1600 total
- Specify the improvements to be included in this project:

Improvement	Number	Cost
Addition or provision of designated bus stop area, such as unobstructed landing pads, where necessary	300	@5,000 ea
Addition of or improvement of existing bus shelters	150	@7,000 ea
Improved lighting (specific street lighting for stop area)	500	@ 2,000ea
Addition of bus-stop amenities, such as benches, vending machines, and free-standing trash receptacles	150 400	@ 700 ea @ 550 ea
Addition or provision of slip-resistance finishes, good grip, and sure footing to surfaces to ensure safety	300	@ 200 ea
Addition or provision of other amenities, such as bicycle storage, shopping cart storage, or daily lockers	100	@ 200 ea
Addition or provision of safety features, such as a police call box	150	@ 250 ea
New sidewalks (within ¼ mile of all bus stops)	6,000 lineal ft at 3ft width	@400/ft
Curb cuts	500	@ 300 ea
Bulb-outs	100	@ 300 ea

Prince George's County

New signage	1600	@ 350 ea
Bus service information in a variety of languages and formats (inclusive of prominent county detail map cases)	500	@ 200 ea

Schedule

Please specify anticipated construction start date: as soon as grant funds are awarded. County has a shelter contractor ready to install shelters and benches immediately and a veteran, experienced management team in place to coordinate both the logistics of the overall project and all the sidewalk and curb cut improvements (these would be done by DPWT Office of Highway Maintenance). Both teams would share installation of landing or shelter pads as weather permits.

Please specify anticipated completion date:
Expect a rapid installation due to available labor resources that can be committed, approximate project period 9 months.

Project Budget:

	units	unit cost	total
Addition or provision of designated bus stop area, such as unobstructed landing pads, where necessary	300	5,000	1,500,000
Addition of or improvement of existing bus shelters	150	7,000	1,050,000
Improved lighting (specific street lighting for stop area)	500	2,000	1,000,000
Addition of bus-stop amenities, such as benches.	150	700	105,000
Addition of bus-stop amenities: free-standing trash receptacles	400	550	220,000
Addition or provision of slip-resistance finishes, good grip, and sure footing to surfaces to ensure safety	300	200	60,000
Addition or provision of other amenities, such as bicycle storage, shopping cart storage, or daily lockers	100	200	20,000
Addition or provision of safety features, such as a police call box	150	250	37,500
New sidewalks (within ¼ mile of all bus stops) based on lineal feet (6000 at 3ft at 400	6,000	400	2,400,000
Curb cuts	500	300	150,000
Bulb-outs	100	300	30,000
New signage	1,600	350	560,000

Prince George's County

Bus service information in a variety of languages and formats (inclusive of prominent county detail map cases)	400	200	<u>80,000</u>
			7,212,500
Federal grant			5,770,000
County 20% share			1,442,500

Potomac and Rappahannock Transportation Commission (PRTC)

Contact Information:

1. Contact Name: **Anthony Foster**
2. Implementing Jurisdiction: **Potomac and Rappahannock Transportation Commission**
3. Phone Number: **703-580-6147**
4. Email Address: **afoster@omniride.com**

Project Details:

1. Short project description:

The Potomac and Rappahannock Transportation Commission (PRTC) is seeking assistance through the FTA Livability Bus program to prepare up to seven (7) locations for bus shelters and to extend sidewalks to two (2) existing bus shelters in areas of Prince William County with high concentrations of transit dependent and limited English speaking populations, as defined by the 2000 U.S. Census. Under this program, PRTC can leverage existing state and local funds dedicated for the bus shelter program. If necessary, PRTC's can adjust its total project cost and anticipated timeframe to meet FTA's funding availability and grant expenditure timeframe.

1. Total project cost: **\$103,000**
2. Amount of local match being provided (must be 20%): **\$20,600**
 - a. Please provide the source of the match (note that a letter of commitment is also required): **Virginia Department of Rail and Public Transportation (DRPT) and Prince William County**

Location

1. Project location(s) (please specify small areas or corridors)
 - a. **Route 1 corridor**
 - i. Jefferson Davis Highway (Northbound) after Village Drive, Woodbridge
 - ii. Jefferson Davis Highway (Southbound) before Bel Air Drive, Woodbridge
 - iii. Jefferson Davis Highway (Southbound) before Mellot, Woodbridge
 - b. **Opitz Boulevard (near Route 1)**
 - i. Opitz Boulevard and Potomac Library entrance, Woodbridge
 - ii. Opitz Boulevard and Montgomery Avenue, Woodbridge
 - c. **Manassas Area**
 - i. Manassas Drive and Signal View Drive
 - d. **Dale City Area**
 - i. Prince William Parkway (Eastbound) after Trowbridge Drive
 - ii. Dale Boulevard (Eastbound) before Cherrydale Drive (sidewalk)
 - iii. Dale Boulevard (Eastbound) before Cloverdale Drive (sidewalk)

Potomac and Rappahannock Transportation Commission (PRTC)

The project is located in geographic areas identified in the Attachment 1 Map (i.e. Focus Areas or Census Tracts meeting 3 or 4 selection criteria).	<input checked="" type="checkbox"/>
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2. Please provide ridership numbers for all proposed areas (if available):
3. The project must be located in an area that meets **at least one of the following criteria**:

Have been identified as having a significant number of MetroAccess users AND/OR;	<input type="checkbox"/>
Have been identified as having transit dependent communities, AND/OR;	<input checked="" type="checkbox"/>
Have been identified as having persons with limited English proficiency	<input checked="" type="checkbox"/>
Areas with state/local economic development projects	<input type="checkbox"/>
HUD Empowerment Zones	<input type="checkbox"/>
CDBG project locations	<input type="checkbox"/>
Affordable/public housing	<input type="checkbox"/>

4. Describe the improvements needed (s) (including current accessibility issues):

Specific Improvements

1. # of stops in each location:
 - a. Route 1 – 3 stops
 - b. Woodbridge- 2 stops
 - c. Manassas -1 stop
 - d. Dale City – 3 stops

2. Specify the improvements to be included in this project:

Improvement	Number	Cost
Addition or provision of designated bus stop area, such as unobstructed landing pads, where necessary		
Addition of or improvement of existing bus shelters	7	83,000
Improved lighting		
Addition of bus-stop amenities, such as benches, vending machines, and trash receptacles		
Addition or provision of slip-resistance finishes, good grip, and sure footing to surfaces to ensure safety		
Addition or provision of other amenities, such as bicycle storage, shopping cart storage, or daily lockers		
Addition or provision of safety features, such as a police call box		
New sidewalks	2	20,000
Curb cuts		

Potomac and Rappahannock Transportation Commission (PRTC)

Bulb-outs		
New signage		
Bus service information in a variety of languages and formats		

Schedule

Please specify anticipated construction start date: **April 2010**

Please specify anticipated completion date: **June 2011**