

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

**RESOLUTION APPROVING THE SUBMISSION OF A NATIONAL CAPITAL REGION
REGIONAL BIKE SHARING PRE-APPLICATION FOR FUNDING UNDER THE US
DEPARTMENT OF TRANSPORTATION (USDOT) TIGER II COMPETITIVE GRANT
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, on February 17, 2010, USDOT announced that the National Capital Region will receive \$58 million in TIGER funding for portions of the Regional Priority Bus Project that was submitted by the TPB in September 2009; and

WHEREAS, On June 1, 2010, U.S. DOT released the final notice of funding availability for the TIGER II discretionary grant program, which is so named because of its similarity in scope and administration to the TIGER grant program, such as a shared focus on long-term goals like livability and sustainability and a multimodal scope; and

WHEREAS, the TIGER II program is a competitive discretionary grant program administered through the US DOT Office of the Secretary funded with \$600 million appropriated through the FY2010 Appropriations Act, \$425 million of which is available for capital projects in urban areas; and

WHEREAS, TIGER II is similar to the original TIGER program in that it focuses on five primary criteria: state of good repair, safety, sustainability, livability, and economic competitiveness; and two secondary criteria: innovation and partnership; and

WHEREAS, USDOT staff has indicated that several projects submitted under the first TIGER program were competitive and would be competitive if resubmitted under TIGER II, and there were compelling elements of the TPB TIGER application that were not funded under the \$58 million grant, such as a regional bike-sharing system; and

WHEREAS, the TIGER II program provides the TPB with a good opportunity to resubmit a bike-sharing system for funding, and a bike-sharing system addresses many of USDOT's long-term goals and objectives, such as providing regional benefits and strengthening regional partnerships, promoting multimodal travel by increasing connectivity and feasibility of using transit throughout the region, and increasing affordable transportation options; and

WHEREAS, at the May 19 TPB meeting, the idea of resubmitting the bike-sharing project and including a bicycle infrastructure component for TIGER II funding was discussed, and the Board approved TPB staff working with WMATA staff to develop a regional application that would center on bike-sharing, and would also include bike

infrastructure projects to improve connectivity between bike-sharing locations and transit stations, bike paths, and activity centers; and

WHEREAS, the TIGER II application timeframe requires a pre-application to be submitted by July 16 with a final application due by August 23; and

WHEREAS, TPB staff has been working with WMATA staff and the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee, as well as the bike-sharing partners from the TIGER process to develop a project for the TIGER II pre-application; and

WHEREAS, the proposed regional system would expand the current and planned systems in the District of Columbia and Arlington County and would connect to the extensive transit and bicycle networks throughout the region; and

WHEREAS, as a complement to the bike-sharing and to facilitate more bicycle connections throughout the region, the proposed project could also include bicycle infrastructure to improve connections between the bike-sharing locations and transit (bus, rail, and commuter rail), existing bicycle paths, and activity centers; and

WHEREAS, on June 9, staff from TPB member agencies who are potential project partners met to identify potential bike-sharing locations and regional coordination, infrastructure projects that tie into bike-sharing, local match sources and required assurances, operating funding sources, and alternative financing opportunities, such as corporate sponsorship; and

WHEREAS, the TPB member agencies who are project partners will provide the required details and budget information for their project components to TPB staff by July 1 for incorporation into the regional project grant pre-application;

NOW, THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the submission of a pre-application for regional bike sharing with complementary bike infrastructure that facilitates connections between bike-sharing stations and transit, the bike network, and activity centers under the federal TIGER II program by the due date of July 16, 2010 as described in the attached memorandum, with review and approval of the pre-grant application by the TPB Steering Committee at its July 9th meeting.

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: Transportation Planning Board

FROM: Monica Bansal
Rex Hodgson
Department of Transportation Planning

SUBJECT: TIGER II Regional Bicycle-Sharing and Access Improvements Project Proposal

DATE: June 10, 2010

At the TPB's May 19th meeting, the Board was briefed on the TIGER II grant Notice of Funding Availability, released in final form on June 1, and a general proposal to submit a regional bike-sharing and access improvement project. There was widespread support expressed, enabling TPB staff to work with regional and local partners to develop a preliminary proposal, which is summarized in this memorandum.

A regional bike-sharing proposal was included in the region's original application for funding under the TIGER I grant program, but was not funded. General feedback from U.S. DOT indicated that the project was viewed favorably by reviewers and would be competitive if resubmitted under the new and substantively similar TIGER II program. Like TIGER I, DOT has placed importance on "projects that will have a significant impact on the Nation, a metropolitan area or a region." The bike-sharing proposal demonstrates widespread regional coordination and provides the federal government with an opportunity to fund an innovative project that is regional in scope, meets long-term sustainability and livability criteria, and expands affordable transportation options across the region.

TPB staff has been working with points of contact in interested local jurisdictions and WMATA to further develop the TIGER II proposal.

The bike-sharing and access improvements proposal

The TIGER II proposal consists of a regional bike-sharing system, as well as access and safety improvements specifically related to bike access to transit and major points of activity.

A bike-sharing system works similar to a car-sharing system, such as ZipCar, where a user becomes a member by paying a fee and has access to any available bike throughout the region by paying a small, additional per-hour fee. A user is able to take a bike from any bike-sharing station in the region and return it to any other location in the regional system. Not only does bike-sharing allow users to access more destinations via a healthy, non-polluting, and affordable mode, but it also allows a user to ride between a transit station and his/her destination, effectively extending the reach of the current transit system and solving the "last mile problem".

The proposed regional system would expand the current and planned systems in DC and Arlington County and would connect to the extensive transit and bicycle networks throughout the region. The planned DC and Arlington bike-sharing systems have already gone forward with

a joint decision to use Montreal's Bixi system and have contracts that include opportunities for regional expansion. This joint planning effort strengthens our ability to formulate and implement a regional bike-sharing system.

The proposal also includes access and safety improvements, such as bike lanes, paths, and signage to facilitate connections from bike-sharing stations to transit, commuter rail, and activity centers. These improvements would greatly enhance the attractiveness of bike-sharing and biking in general to potential users by making biking safer and more convenient.

Project partners

On June 9, potential project partners met to discuss project details, regional coordination, local match sources, operating cost issues, alternative financing possibilities, and application development deadlines. Based on estimated availability of 20% match and 100% operating funding for the bike-sharing system the following jurisdictions have expressed interest in participating:

1. District of Columbia, 1000 additional bikes for their already planned 1000 bike system
2. Arlington County, 750 additional bikes for their already planned 117 bike system.
3. Fairfax County, 100 bikes for a new system
4. City of Alexandria, 60 bikes for a new system
5. Montgomery County, 200 bikes for a new system
6. City of College Park, number of bikes to be determined

The total number of bikes for the system is currently estimated at 3,227. The grant request at this stage in application development will be 2,227, which includes Arlington's already planned system of 117 bikes as match, but not DC's planned system of 1000 bikes. DC's planned system is funded with federal funds and therefore cannot be used as local match.

The current bike-sharing proposal is thus estimated at 2,227 bikes and \$10 million; however, this does not include bike-sharing in the City of College Park or access improvements in any of the jurisdictions.

Specific access and safety improvements are still being determined, but will tie directly into the bike-sharing locations and system. For instance, WMATA is currently determining possible bike access improvements at Metrorail stations that could be matched and included in this proposal.

Some level of private sector contribution through corporate sponsorships is expected to be secured before the application deadline; however, regardless of the availability of corporate sponsorships, the above jurisdictions have estimated that local match and operating expenses can be supplied to fully meet federal requirements. Since it is understood that projects with greater than 20% local match will be more competitive, every effort will be made to increase the local match for the final application.

TIGER II funds have a minimum grant request of \$10 million and a stronger requirement to achieve equitable distribution of funds across regions and modes than TIGER I, meaning each grant award will likely be smaller than under TIGER I. Therefore, the TPB application is likely to be most competitive with a small overall request.

Next steps

The deadline for the application is August 23rd, 2010. There is a pre-application deadline of July 16th, which is intended to serve as an eligibility screen for applicants specifically regarding local

match sources and NEPA assurances. Since the TPB will not be meeting again in advance of the July 16 deadline, it is recommended that the TPB adopt the enclosed resolution R25-2010, approving the submission of a pre-application for regional bike-sharing with complementary bike infrastructure and authorizing the TPB Steering Committee to review and approve the final pre-application at its July 9 meeting. (A similar procedure was followed for the first TIGER application). As with the TIGER I application, the COG Board of Directors will be asked to authorize the Executive Director of COG to apply for and administer grant funding from the USDOT's TIGER II Competitive Grant Program for the regional bike-sharing project at its July 14 meeting.

In order to meet the July 9 deadline, a hard deadline of July 1 will be in place for all necessary project documentation, including match and NEPA assurances. TPB staff will be working with local partners to collect relevant information to meet the July 1 deadline.