

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 North Capitol Street, NE  
Washington, D.C. 20002**

**RESOLUTION AUTHORIZING COG TO APPLY FOR AND ADMINISTER FUNDING FOR A  
REGIONAL BIKE-SHARING PROJECT FROM THE TRANSPORTATION INVESTMENTS  
GENERATING ECONOMIC RECOVERY (TIGER) II COMPETITIVE GRANT PROGRAM  
ADMINISTERED BY U.S. DEPARTMENT OF TRANSPORTATION (USDOT)**

**WHEREAS**, on February 17, 2010, the 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, the USDOT 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; and

**WHEREAS**, the TIGER II program is a competitive discretionary grant program administered through the USDOT 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**, the National Capital Region Transportation Planning Board (TPB), as the (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**, metropolitan planning organizations like the TPB are eligible applicants under the expressed TIGER II grant funding guidelines; and

**WHEREAS**, the TPB adopted the attached Resolution, TPB R25-2010, on June 16, 2010, approving the submission of a National Capital Region Regional Bike-sharing application for funding under the TIGER II competitive grant program; and

**WHEREAS**, the TPB will be the lead applicant in the grant application and COG/TPB will be the direct recipient of up to \$25 million for a regional bicycle sharing program, and other state, regional and local agencies will be joint applicants and direct recipients of all other TIGER II grant funding included in the application; and

**WHEREAS**, COG is the administrative agent of the TPB, and the COG Board authorizes the executive director to apply for and administer grant funding on behalf of the TPB; and

**WHEREAS**, applying for a TIGER II grant represents a significant regional funding opportunity.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

The Executive Director, or his designee, is authorized to apply for and administer grant funding from USDOT's TIGER II Competitive Grant Program for a Regional Bike-Sharing project in an amount no less than \$10,000,000 and not to exceed \$25,000,000 in accordance with provisions of the grant program. No COG matching funds are required.

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## TIGER II DISCRETIONARY GRANTS PROGRAM

**TIGER II Funding:** On Monday, April 26, 2010, the Department of Transportation solicited applications for the TIGER II discretionary grant program, a \$600 million competitive grant program for surface transportation projects. Pre-applications are due on July 16, 2010, and final applications are due on August 23, 2010. The pre-application will include basic information on projects and will be used by DOT to determine eligibility, the presence of the appropriate match and whether NEPA has been initiated.

Funding is available to units of government – including state, tribal and local governments, transit agencies, port authorities, MPOs and multi-jurisdictional entities – for capital investments in highway or bridge projects; public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; and intermodal facilities.

Individual awards can be \$10-200 million, with up to 80% of project costs eligible for federal funding. \$140 million is reserved for projects in rural areas, where 100% of project costs are eligible for funding and project awards can be as low as \$1 million. No one state can receive more than 25% of program funds.

Up to \$150 million is available to support TIFIA financing, and up to \$35 million is available for transportation planning grants. Applicants may apply for capital grants, TIFIA financing or planning grants, though applicants for capital grants may be awarded TIFIA financing or a planning grant, if it is determined that is the most appropriate award.

**Public Comments:** The solicitation also provides two weeks for comments on the proposed selection criteria and guidance for awarding TIGER II Discretionary Grants. The Department will take all comments into consideration and may revise the solicitation by May 28, 2010.

**HUD Community Challenge Grants:** DOT and HUD are requesting comments on a proposal to solicit and evaluate applications for TIGER II transportation planning grants and HUD's \$40 million in Community Challenge Grants jointly. Activities eligible for HUD's grants are corridor or station-area plans, revisions to zoning or building codes and creating or preserving affordable housing for low-income families near transit.

Because the DOT's TIGER II planning funding and HUD's Community Challenge Planning Grant funding is for similar, related purposes DOT and HUD are interested in conducting a multi-agency evaluation and award process. This multi-agency approach is consistent with DOT's and HUD's participation in the "Partnership for Sustainable Communities" to help Americans in all communities – rural, suburban and urban – gain better access to affordable housing, more transportation options, lower transportation costs and a cleaner environment.

**Selection Criteria:** The Department will give priority to projects that have a significant impact on the following long-term outcomes:

- **State of Good Repair:** Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- **Economic Competitiveness:** Contributing to the economic competitiveness of the United States over the medium- to long-term.
- **Livability:** Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.
- **Sustainability:** Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.

- Safety: Improving the safety of U.S. transportation facilities and systems.

Projects will also be evaluated based on the extent to which they include the following:

- Job Creation & Economic Stimulus: The Department will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.
- Innovation: Priority will be given to projects that use innovative strategies to pursue the long-term outcomes outlined above.
- Partnership: The Department will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

**TIGER Discretionary Grant Process and Awards:** DOT received over 1400 applications totaling almost \$60 billion for the \$1.5 billion TIGER Discretionary Grant program created under ARRA. In February, 51 awards were announced for projects ranging from bridge replacements, freight rail corridor improvements, streetcar extensions, and bicycle/pedestrian networks. The largest grant award was \$105 million for a multi-state freight rail project, and the average award size was \$30 million.

DOT expects the TIGER II Discretionary Grant program to be just as competitive, though the total funding available is lower.