

Appendix 2

Project Partner Support Letters

Letters include local match and NEPA assurances from the jurisdictions that own portions of the proposed project. Underpinning these letters of support is TPB Resolution R25-2010 that was unanimously adopted June 16, 2010 and approved the submission of this application, signaling broad regional support for the proposed project.

The following is a list of letters included in this section:

1. TPB Resolution R-25-2010, approving submission of the TIGER II Grant: June 16, 2010
2. Arlington County Department of Environmental Services, Division of Transportation letter from Dennis Leach: August 17, 2010
3. City of Alexandria Department of Transportation and Environmental Services letter from Richard Baier: July 1, 2010
4. Fairfax County Department of Transportation letter from Katharine Ichter: August 19, 2010
5. District Department of Transportation letter from Gabe Klein: July 1, 2010
6. Montgomery County Department of Transportation letter from Arthur Holmes, Jr: August 18, 2010
7. City of Takoma Park letter from Barbara Matthews: June 30, 2010
8. City of Rockville letter from Scott Ullery: July 21, 2010
9. University of Maryland Department of Transportation Services letter from Beverly Malone: July 1, 2010
10. City of College Park letter from Terry Schum: June 29, 2010

**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.



DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Transportation

Planning Bureau 2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-3681 FAX 703-228-7548 www.arlingtonva.us

August 17, 2010

Mr. David Snyder
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Re: TIGER II federal grant submission

Dear Chairman Snyder,

As a member of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, Arlington County has worked with MPO staff on development of the TIGER II regional bikesharing grant submitted for the Washington region by the TPB. Arlington County enthusiastically supports the region's grant application, which was approved by the TPB for submittal to the U.S. Department of Transportation. We are looking forward to implementing the proposed expansion to the region's bikesharing network, which will provide residents and visitors access to major destinations via a healthy, non-polluting, and affordable transportation option. Arlington County has made bikesharing a clear priority, and has designated \$1,447,814 from fiscal years 2011 and 2012 as local matching funds, which will be used for procurement of bikes and stations, and which represents approximately 25% of Arlington's TIGER II bikesharing grant request. Arlington County will adhere to responsibilities identified in the TIGER II grant application for which Arlington is responsible.

The regional bicycle sharing program proposed to be implemented through this grant application may be subject to the provisions of the National Environmental Policy Act of 1969, as amended (NEPA). To date, NEPA analysis has not been performed for applicable proposed actions. Nevertheless, upon successful award of the TIGER grant, Arlington will conduct the appropriate level of NEPA analysis for these projects. The FHWA and FTA joint "Environmental Impacts and Related Procedures" as described in 23 CFR 771 classify bicycle facilities as a Categorical Exclusion (CE) under NEPA because "such types of projects meet the criteria for CEs in the CEQ regulations (sec 1508.4) and 771.117(a) of this regulation and normally do not require any further NEPA approvals by the administration (23 CFR 771.117C)". The bicycle sharing program as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this bicycle sharing project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed.

NEPA compliance for the District of Columbia's initial bike system concluded with a CE. The District of Columbia's CE process was completed expeditiously, and the same result can be

expected for the expansion of the bikesharing system in Arlington and regionally. Arlington County will complete all necessary reviews and prepare the corresponding CE documentation at least ninety days prior to September 30, 2012, in accordance with the requirements of the TIGER II grant.

As project owner, Arlington County certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, Arlington County will comply with all applicable federal, state and local permitting requirements. Because the regional bike sharing program requires little or no surface disturbance and no changes to current or planned land use, it is anticipated that few, if any, permits will be required.

We look forward to partnering with TPB in this exciting effort.

Sincerely,

A handwritten signature in black ink, appearing to read "D. M. Leach". The signature is fluid and cursive, with the first letter of each name being capitalized and prominent.

Dennis Leach
Director, Division of Transportation
Arlington County, Virginia



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

P.O. Box 178 - City Hall
Alexandria, Virginia 22313

Phone: (703) 746-4025
Fax: (703) 519-3356
Web: alexandriava.gov

July 1, 2010

Mr. David Snyder
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Snyder:

As a member of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, City of Alexandria has worked with the MPO staff on the development of the TIGER II regional bike-sharing grant submitted for the Washington region by the TPB. This application was approved by the TPB for submittal to the U.S. Department of Transportation and the City of Alexandria enthusiastically supports the region's grant application.

We are looking forward to implementing a bike-sharing program in Alexandria which will be coordinated with the regional Capital Bikesharing program and will provide more options for residents and visitors to access major destinations via a healthy, non-polluting, and affordable transportation option, particularly in areas of major need in Alexandria. This is a clear priority as we will be providing \$180,000 in local match which will be available in FY2011 and represents 21% of our total TIGER II grant request. The City of Alexandria will cooperate in carrying out those activities and project components identified in the TIGER II grant application for which the City of Alexandria is responsible.

Applicable projects of the regional bicycle sharing program that are proposed to be implemented by the City of Alexandria through this grant application may be subject to the provisions of the National Environmental Policy Act of 1969, as amended (NEPA). To date, NEPA analysis has not been performed for applicable proposed actions. Nevertheless, upon successful award of the TIGER grant, the City of Alexandria will conduct the appropriate level of NEPA analysis for these projects. The FHWA and FTA joint "Environmental Impacts and Related Procedures" as described in 23 CFR 771

classify Bicycle facilities as a Categorical Exclusion (CE) under NEPA because “such types of projects meet the criteria for CEs in the CEQ regulations (sec 1508.4) and

771.117(a) of this regulation and normally do not require any further NEPA approvals by the administration (23 CFR 771.117C)”. The bicycle sharing program as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this bicycle sharing project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed.

NEPA compliance for the District of Columbia’s initial bike system concluded with a CE. This process was completed expeditiously and the same result is expected for the implementation of the expansion of the bike-sharing system in the City of Alexandria. The City of Alexandria will complete all necessary reviews and prepare the corresponding CE documentation at least ninety days prior to September 30, 2012, in accordance with the requirements of the TIGER II grant.

As project owner, the City of Alexandria certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, the City of Alexandria will comply with all applicable Federal, State and local permitting requirements. Permits required for both the construction and operation of bike sharing facilities will be obtained. Because the regional bike sharing program entails the capital purchase of bicycles and development of supporting facilities that would require little or no surface disturbance and no changes to current or planned land use, it is anticipated that few, if any, permits will be required. Nevertheless, as with all capital construction projects in the City of Alexandria, all applicable Federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

We look forward to partnering with TPB in this exciting effort.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Baier". The signature is fluid and cursive, written in a professional style.

Richard J. Baier, P.E., LEED AP
Director, Department of Transportation & Environmental Services



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

August 19, 2010

Mr. David Snyder
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Snyder:

As a member of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, the Fairfax County Department of Transportation has worked with the MPO staff on the development of the TIGER II regional bike-sharing grant submitted on behalf the Washington region by the TPB. This application was approved by the TPB for submittal to the U.S. Department of Transportation, and Fairfax County supports the region's grant application. We are looking forward to implementing our proposed bicycle sharing program and Reston Bikestation (secure/safe bicycle parking), which will provide more options for residents, employees, and visitors to access major destinations within the Reston area via a healthy, non-polluting, and affordable transportation option.

Increasing the bicycle modal share and reducing short (less than three miles) single occupancy vehicular trips is a priority element of the County's Comprehensive Bicycle Initiative. During the first three years of the County's bicycle program, we installed bicycle racks and lockers at our transit stations countywide, equipped all Fairfax Connector Buses with front mount bike racks, and initiated a cooperative program with the Virginia Department of Transportation to retrofit roadways with on-road bike lanes providing commuters and residents another option for traveling around the County. In keeping with the intent of our bicycle program, if the TIGER II application is successful, Fairfax County will provide \$145,000 in local match from our Commercial and Industrial Tax revenues (C & I) which represents 20 percent of our total TIGER II grant request. We will cooperate in carrying out those activities and project components identified in the TIGER II grant application for which Fairfax County Department of Transportation is responsible.

Applicable projects of the regional bicycle sharing program that are proposed to be implemented by Fairfax County through this grant application may be subject to the provisions of the National Environmental Policy Act of 1969, as amended (NEPA). To date, NEPA analysis has not been performed for applicable proposed actions. Nevertheless, upon successful award of the TIGER grant, Fairfax County will conduct the appropriate level of NEPA analysis for these projects. The FHWA and FTA joint "Environmental Impacts and Related Procedures" as described in 23 CFR 771 classify Bicycle facilities as a Categorical Exclusion (CE) under NEPA because "such types of projects meet the criteria for CEs in the CEQ regulations (sec 1508.4) and 771.117(a) of this regulation and normally do not require

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Mr. David Snyder
August 19, 2010
Page 2 of 2

any further NEPA approvals by the administration (23 CFR 771.117C)". The bicycle sharing program as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this bicycle sharing project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed.

NEPA compliance for the District of Columbia's initial bike system concluded with a CE. This process was completed expeditiously, and the same result is expected for the implementation of the expansion of the bike-sharing system in Fairfax County. The Fairfax County Department of Transportation will complete all necessary reviews and prepare the corresponding CE documentation at least 90 days prior to September 30, 2012, in accordance with the requirements of the TIGER II grant.

As project owner, Fairfax County certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, Fairfax County will comply with all applicable Federal, State and local permitting requirements. All required permits for both the construction and operation of bike sharing facilities will be identified and obtained in accordance with our standard planning and construction management procedures.

We look forward to partnering with TPB in this exciting effort.

Sincerely,



Katharine D. Ichter, P.E.
Director

Cc: Ronald Kirby, Director, Transportation Planning Department
MWCOG

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Office of the Director

July 1, 2010

Mr. David Snyder
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Snyder:

As a member of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, the District of Columbia and DDOT have worked with the MPO staff on the development of the TIGER II regional bike-sharing grant submitted for the Washington region by the TPB. This application was approved by the TPB for submittal to the U.S. Department of Transportation and District of Columbia and DDOT enthusiastically support the region's grant application. We are looking forward to implement our proposed expansion of the regional bikesharing program, Capital Bikeshare, which will provide more options for residents and visitors to access major destinations via a healthy, non-polluting, and affordable transportation option, particularly in areas of major need in DC. This is a clear priority as we will be providing \$1,010,000 in local match from local funds, which will be available in FY2011 and represents 20% of our total TIGER II grant request. DDOT will cooperate in carrying out those activities and project components identified in the TIGER II grant application for which the District of Columbia is responsible.

Applicable projects of the regional bicycle sharing program that are proposed to be implemented by DDOT through this grant application may be subject to the provisions of the National Environmental Policy Act of 1969, as amended (NEPA). To date, NEPA analysis has not been performed for applicable proposed actions. Nevertheless, upon successful award of the TIGER grant, DDOT will conduct the appropriate level of NEPA analysis for these projects. The FHWA and FTA joint "Environmental Impacts and Related Procedures" as described in 23 CFR 771 classify Bicycle facilities as a Categorical Exclusion (CE) under NEPA because "such types of projects meet the criteria for CEs in the CEQ regulations (sec 1508.4) and 771.117(a) of this regulation and normally do not require any further NEPA approvals by the administration (23 CFR 771.117C)". The bicycle sharing program as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this bicycle sharing project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed.

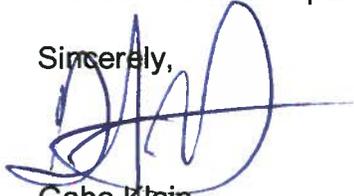
NEPA compliance for the District of Columbia's initial bike system concluded with a CE. This process was completed expeditiously and the same result is expected for the implementation of the expansion of the bike-sharing system in the District of Columbia. DDOT will complete all necessary reviews and prepare the corresponding CE documentation at least ninety days prior to September 30, 2012, in accordance with the requirements of the TIGER II grant.

As project owner, DDOT certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, DDOT will comply with all applicable Federal, State and local permitting requirements. Permits required for both the construction and operation of bike sharing facilities will be obtained. Because the regional bike sharing program entails the capital purchase of bicycles and development of supporting facilities that would require little or no surface disturbance and no changes to current or planned land use, it is anticipated that few, if any, permits will be required. Nevertheless, as with all capital construction projects in the District of Columbia, all applicable Federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

We look forward to partnering with TPB in this exciting effort.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gabe Klein', with a long horizontal stroke extending to the right.

Gabe Klein
Director



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

August 18, 2010

Mr. David Snyder, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002

Dear Mr. Snyder:

As a member of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, Montgomery County (MC) has worked with the MPO staff on the development of the TIGER II regional bike-sharing grant submitted for the Washington region by the TPB. This application was approved by the TPB for submittal to the U.S. Department of Transportation and MC enthusiastically supports the region's grant application.

We are looking forward to implementing MC's element of the regional bike-sharing grant, including the funding to construct the Silver Spring Bike Station that has been planned for the Senator Paul Sarbanes Silver Spring Transit Center.

This will provide more options for residents and visitors to access major destinations via a healthy, non-polluting, and affordable transportation option, particularly in areas of major need in MC. This is a clear priority as we will be providing \$546,000 in local match from the County's own resources through our Capital Improvement Program. MC will cooperate in carrying out those activities and project components identified in the TIGER II grant application for which MC is responsible.

Applicable projects of the regional bicycle sharing program that are proposed to be implemented by MC through this grant application may be subject to the provisions of the National Environmental Policy Act of 1969, as amended (NEPA). To date, NEPA analysis has not been performed for applicable, proposed actions.

Nevertheless, upon successful award of the TIGER grant, MC will conduct the appropriate level of NEPA analysis for these projects. The FHWA and FTA joint "Environmental Impacts and Related Procedures" as described in 23 CFR 771 classify Bicycle facilities as a Categorical Exclusion (CE) under NEPA because "such types of projects meet the criteria for CEs in the CEQ regulations (sec 1508.4) and 771.117(a) of this regulation and normally do not require any further NEPA approvals by the administration (23 CFR 771.117C)".

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Mr. David Snyder
August 18, 2010
Page 2

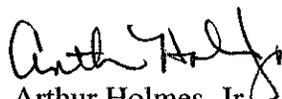
The bicycle sharing program as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C (3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this bicycle sharing project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has completed.

NEPA compliance for the District of Columbia's initial bike system concluded with a CE. This process was completed expeditiously and the same result is expected for the implementation of the expansion of the bike-sharing system in MC. We will complete all necessary reviews and prepare the corresponding CE documentation at least ninety days prior to September 30, 2012, in accordance with the requirements of the TIGER II grant. As project owner, MC certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, MC will comply with all applicable Federal, State and local permitting requirements. Permits required for both the construction and operation of bike sharing facilities will be obtained. Because the regional bike sharing program entails the capital purchase of bicycles and development of supporting facilities that would require little or no surface disturbance and no changes to current or planned land use, it is anticipated that few, if any, permits will be required. Nevertheless, as with all capital construction projects in MC, all applicable Federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

We look forward to partnering with TPB in this exciting effort.

Sincerely,


Arthur Holmes, Jr.
Director

AH:ml

cc: Gary Erenrich, DOT
Sandra Brecher, DOT

City of Takoma Park

Office of the City Manager

Telephone: 301.891.7100

Fax: 301.270.8794

Email: BarbaraM@takomagov.org



7500 Maple Avenue
Takoma Park, MD 20912

Barbara B. Matthews, City Manager

June 30, 2010

Arthur Holmes, Director
Department of Transportation
Montgomery County
Office of the Director
101 Monroe Street, 10th Floor
Rockville, MD 20850-2450

Dear Mr. Holmes,

The City of Takoma Park is very interested in participating in a regional bike share program and implementing it within the City.

City staff have identified several potential and viable locations with sufficient right of way or easily acquired easements. These are locations where bicycles would provide an excellent connection between colleges, commercial districts, public transportation and public facilities.

This program is consistent with the City Council adopted Strategic Plan 2010-2015 and would implement the strategy to promote and expand the use of alternative transportation modes. The City strongly supports measures that increase the community's sustainability and reduce environmental impacts.

Sincerely,

Barbara B. Matthews
City Manager



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.rockvillemd.gov

Mayor & Council
240-314-8280
TTY 240-314-8137
FAX 240-314-8289

July 21, 2010

Mr. Arthur Holmes, Director
Montgomery County Department of Transportation
101 Monroe Street; 10th Floor
Rockville, MD 20850-2450

Re: Bike-Share Program

Dear Mr. Holmes:

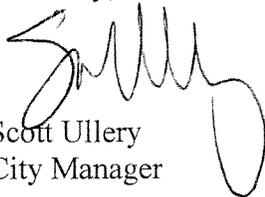
The City of Rockville is very interested in participating in a regional bike-share program. The City desires to be a part of Montgomery County's application through the Transportation Planning Board for regional bike-sharing proposal for TIGER II consideration.

City staff has been working closely with County staff and will be coordinating with them to identify viable locations for bike stations in Rockville. These locations include metro stations, colleges – such as Montgomery College - and commercial districts including the Rockville Town Center. The program will provide an excellent connection between those locations for residents and commuters.

The bike-share program is consistent with the City Mayor and Council Vision, 2020, which supports a multimodal transportation system and promotes quality environment.

We look forward to working with you on this effort and appreciate the County's support on this exciting program.

Sincerely,



Scott Ullery
City Manager

MAYOR
Susan R. Hoffmann

COUNCIL
John E. Britton
Piotr Gajewski
Phyllis Marcuccio
Anne M. Robbins

CITY MANAGER
Scott Ullery

CITY CLERK
Claire F. Funkhouser

CITY ATTORNEY
Debra Yerg Daniel

Cc: Sandra Brecher, Montgomery County Chief of Commuter Services Section
Craig Simoneau, Rockville Director of Public Works
~~Emad Elshafei, Rockville Chief of Traffic & Transportation~~



UNIVERSITY OF MARYLAND

DEPARTMENT OF TRANSPORTATION SERVICES

Office of the Director

Regents Drive Garage, Building # 202
College Park, Maryland 20742-2711
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www.transportation.umd.edu

July 1, 2010

Mr. David Snyder
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Snyder:

The University of Maryland, College Park (UMDCP) has worked with the MPO staff on the development of the TIGER II regional bike-sharing grant submitted for the Washington region by the TPB. This application was approved by the TPB for submittal to the U.S. Department of Transportation and UMDCP enthusiastically supports the region's grant application. We are looking forward to implement our proposed bike share program which will provide more options for students, faculty and staff to access major destinations via a healthy, non-polluting, and affordable transportation option, particularly for short trips in the heavily congested campus and Route 1 area of College Park, Maryland. This is a clear priority as we will be providing \$50,000 in local match from the Department of Transportation Services, which will be available for 10/2010 to 9/2012 and represents 23% of our total TIGER II grant request. UMDCP will cooperate in carrying out those activities and project components identified in the TIGER II grant application for which UMDCP is responsible.

Applicable projects of the regional bicycle sharing program that are proposed to be implemented by UMDCP through this grant application may be subject to the provisions of the National Environmental Policy Act of 1969, as amended (NEPA). To date, NEPA analysis has not been performed for applicable proposed actions. Nevertheless, upon successful award of the TIGER grant, UMDCP will conduct the appropriate level of NEPA analysis for these projects. The FHWA and FTA joint "Environmental Impacts and Related Procedures" as described in 23 CFR 771 classify Bicycle facilities as a Categorical Exclusion (CE) under NEPA because "such types of projects meet the criteria for CEs in the CEQ regulations (sec 1508.4) and 771.117(a) of this regulation and normally do not require any further NEPA approvals by the administration (23 CFR 771.117C)". The bicycle sharing program as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this bicycle sharing project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed.

NEPA compliance for the District of Columbia's initial bike system concluded with a CE. This process was completed expeditiously and the same result is expected for the implementation of the expansion of the bike-sharing system in UMDCP. UMDCP will complete all necessary reviews and prepare the corresponding CE documentation at

least ninety days prior to September 30, 2012, in accordance with the requirements of the TIGER II grant.

As project owner, UMDCP certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, UMDCP will comply with all applicable Federal, State and local permitting requirements. Permits required for both the construction and operation of bike sharing facilities will be obtained. Because the regional bike sharing program entails the capital purchase of bicycles and development of supporting facilities that would require little or no surface disturbance and no changes to current or planned land use, it is anticipated that few, if any, permits will be required. Nevertheless, as with all capital construction projects in UMDCP, all applicable Federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

We look forward to partnering with TPB in this exciting effort.

Sincerely,



~~Beverly Malone~~
Assistant Director – Alternative Transportation
Department of Transportation Services
University of Maryland
Regents Drive Garage bldg. 202
College Park, MD 20742



AUTHORIZING UNIVERSITY OFFICIAL
Katie Petrone, Sr. Contract Administrator
Research Administration & Advancement
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City Manager
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City Clerk
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240-487-3509

Human Resources
240-487-3533

Parking Enforcement
240-487-3520

Planning
240-487-3538

Youth & Family Services
4912 Nantucket Road
College Park, MD 20740-1458

240-487-3550

Seniors Program
301-345-8100

Public Services
4601-A Calvert Road
College Park, MD 20740-3421

Code Enforcement
240-487-3570

Public Works
9217 51st Avenue
College Park, MD 20740-1947

240-487-3590

June 29, 2010

Mr. David Snyder
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Snyder:

As a member of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, the City of College Park has worked with the MPO staff on the development of the TIGER II regional bike-sharing grant submitted for the Washington region by the TPB. This application was approved by the TPB for submittal to the U.S. Department of Transportation and the City of College Park enthusiastically supports the region's grant application. We are looking forward to implementing our proposed bike share program, which will provide more options for residents and visitors to access major destinations via a healthy, non-polluting, and affordable transportation option, particularly in areas of major need in College Park. This is a clear priority as we will be providing \$35,000 in local match from our Fiscal Year 2011 Operating Budget, which will be available from July 1, 2010 through June 30, 2011 and represents 20% of our total TIGER II grant request. College Park will cooperate in carrying out those activities and project components identified in the TIGER II grant application for which College Park is responsible.

Applicable projects of the regional bicycle sharing program that are proposed to be implemented by College Park through this grant application may be subject to the provisions of the National Environmental Policy Act of 1969, as amended (NEPA). To date, NEPA analysis has not been performed for applicable proposed actions. Nevertheless, upon successful award of the TIGER grant, College Park will conduct the appropriate level of NEPA analysis for these projects. The FHWA and FTA joint "Environmental Impacts and Related Procedures" as described in 23 CFR 771 classify Bicycle facilities as a Categorical Exclusion (CE) under NEPA because "such types of projects meet the criteria for CEs in the CEQ regulations (sec 1508.4) and 771.117(a) of this regulation and normally do not require any further NEPA approvals by the administration (23 CFR 771.117C)". The bicycle sharing program as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this bicycle sharing project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed.

NEPA compliance for the District of Columbia's initial bike system concluded with a CE. This process was completed expeditiously and the same result is expected for the implementation of the expansion of the bike-sharing system in College Park. The City of College Park will complete all necessary reviews and prepare the corresponding CE documentation at least ninety days prior to September 30, 2012, in accordance with the requirements of the TIGER II grant.

As project owner, College Park certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, College Park will comply with all applicable Federal, State and local permitting requirements. Permits required for both the construction and operation of bike sharing facilities will be obtained. Because the regional bike sharing program entails the capital purchase of bicycles and development of supporting facilities that would require little or no surface disturbance and no changes to current or planned land use, it is anticipated that few, if any, permits will be required. Nevertheless, as with all capital construction projects in College Park, all applicable Federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

We look forward to partnering with TPB in this exciting effort.

Sincerely,



Terry Schum, AICP
Planning Director

CC: Thomas E. Dernoga, Chairman, Prince George's County Council, District 1
Eric Olson, Prince George's County Council, District 3
J. David Allen, Director, University of Maryland, Department of Transportation Services
College Park Mayor and Council
Joseph Nagro, City Manager