

# Appendix

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1. Project Component Web Links
2. Project Support Letters
3. Additional Support Letters
  - a. Congressional Representatives  
Regional Transit Operator, WMATA  
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Mayors, County Managers, and Planning Directors  
Housing Directors  
Public Health Directors  
Environmental Directors
  - c. Not Yet Participating Jurisdictions
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5. Detailed Bike-sharing BCA Methodology
6. Images/Plans of Bikestation Projects
7. Areas of High Potential Bicycle Activity, City of Alexandria 2008  
Pedestrian and Bicycle Mobility Plan

# Appendix 1

## Project Component Web Links

### **Bike-sharing:**

- Capital Bikeshare (initial DC-Arlington system): <http://capitalbikeshare.com/>
- District of Columbia:  
<http://ddot.dc.gov/DC/DDOT/On+Your+Street/Bicycles+and+Pedestrians/View+All/Bicycle+Sharing>
- Arlington County: <http://www.bikearlington.com/pages/bikesharing/>

### **Bikestations:**

- Silver Spring Bikestation will be located at the Paul S. Sarbanes Silver Spring Transit Center (under construction):  
<http://www.montgomerycountymd.gov/mcgtmpl.asp?url=/content/DGS/DBDC/RegionalProjectPages/SilverSpringProjects/sstc.asp>

# 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 9<sup>th</sup> meeting.



DEPARTMENT OF ENVIRONMENTAL SERVICES  
Division of Transportation

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Planning Bureau 2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201  
TEL 703-228-3681 FAX 703-228-7548 [www.arlingtonva.us](http://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, with the first name being the most prominent.

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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Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, VA 22033-2895  
Phone: (703) 877-5600 TTY: 711  
Fax: (703) 877 5723  
[www.fairfaxcounty.gov/fcdot](http://www.fairfaxcounty.gov/fcdot)



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.

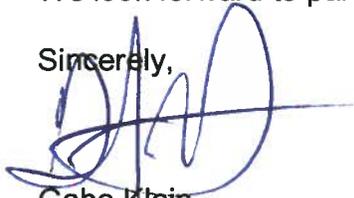
NEPA compliance for the District of Columbia's initial bike system concluded with a CE. This process was completed expeditiously and the same result is expected for the implementation of the expansion of the bike-sharing system in the District of Columbia. DDOT will complete all necessary reviews and 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](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

Mr. David Snyder  
August 18, 2010  
Page 2

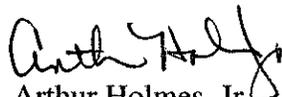
The bicycle sharing program as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C (3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this bicycle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

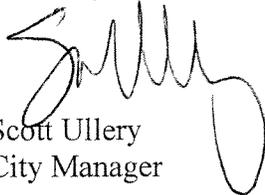
The City of Rockville is very interested in participating in a regional bike-share program. The City desires to be a part of Montgomery County's application through the Transportation Planning Board for regional bike-sharing proposal for TIGER II consideration.

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  
301.314.7179 TEL 301.314.9779 FAX  
[www.transportation.umd.edu](http://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  
University of Maryland, College Park, MD 20742  
Phone 301-405-6269/Fax 301-314-9569  
email oraa@umd.edu



City of College Park  
240-487-3500

[www.collegeparkmd.gov](http://www.collegeparkmd.gov)

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City Hall  
4500 Knox Road  
College Park, MD 20740-3390

City Manager  
240-487-3501

City Clerk  
240-487-3501

Finance  
240-487-3509

Human Resources  
240-487-3533

Parking Enforcement  
240-487-3520

Planning  
240-487-3538

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

240-487-3550

Seniors Program  
301-345-8100

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

Code Enforcement  
240-487-3570

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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,

A handwritten signature in cursive script that reads "Terry Schum".

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

# Appendix 3

## Additional Support Letters

Letters included in this section are from:

a. **Congressional Representatives**

- Gerald Connolly (VA-11), James Moran (VA-8), Frank Wolf (VA-10): July 14, 2010

**Regional Transit Operator, WMATA**

- Nat Bottigheimer, Assistant General Manager, WMATA: August 17, 2010

**National Organizations**

- Kimberly Hodgson, Manager, Planning and Community Health Research Center, American Planning Association: August 16, 2010

b. **Other Local Support:**

**Mayors, County Managers, and Planning Directors**

- William Euille, Mayor of City of Alexandria: August 3, 2010
- Michael Brown, Arlington County Manager: August 18, 2010
- Terry Schum, City of College Park Planning Director: July 30, 2010
- Robert Brosnan, Arlington County Planning Director: July 21, 2010
- Rollin Stanley, Montgomery County Planning Director: July 20, 2010

**Housing Directors**

- Mildrilyn Stephens Davis, Director, Office of Housing, City of Alexandria: August 9, 2010
- Richard Nelson, Director, Department of Housing and Community Affairs, Montgomery County: July 26, 2010
- Leila Finucane Edmonds, Director, Department of Housing and Community Development, District of Columbia

**Public Health Directors**

- Gloria Ado-Ayensu, Director of Health, Fairfax County: August 5, 2010

**Environmental Directors**

- William Skrabak, Deputy Director, Office of Environmental Quality, Department of Transportation and Environmental Services, City of Alexandria: August 9, 2010

c. **Not Yet Participating Jurisdictions**

- City of Bowie letter from Joseph Meinert, Director of Planning and Economic Development: July 20, 2010
- City of Gaithersburg letter from Lauren Pruss, Planning Director: July 19, 2010

**Congress of the United States**  
**Washington, DC 20515**

July 14, 2010

The Honorable Ray LaHood  
Secretary  
US Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590

Dear Secretary LaHood,

Thank you for your leadership to promote a balanced portfolio of multimodal transportation options in communities throughout the nation. Under your leadership, the Department of Transportation is developing holistic policies to reduce congestion by offering more transportation options in more livable communities. We write to you on behalf of Fairfax County, Va., which is submitting applications under the American Recovery and Reinvestment Act's Transportation Investment Generating Economic Recovery (TIGER) II grant program. We commend their proposals and highlight those that would enhance multimodal transportation in the National Capital Region.

Fairfax joins the Metropolitan Washington Council of Governments in submitting a \$14 million request for a regional bike sharing and bike access program. The proposal would provide a decentralized form of public transportation at Metro stations throughout the region, expanding the effective range of the region's public transportation network. This request would allow the region to achieve the necessary scale for a bike sharing program to attract and maintain ridership among many who do not currently use bikes for transportation.

The County's \$1 million request for a transit study along the Richmond Highway would jumpstart the planning process to accommodate significant growth in future commuters along the corridor. Richmond Highway (U.S. Route 1) is a heavily congested corridor connecting Washington, D.C., with communities in Northern Virginia. It provides access to multiple military installations, including the Pentagon, Fort Belvoir, and Quantico Marine Base, and historic attractions such as Mount Vernon. Beginning next year, it will serve many of the 22,000 Department of Defense employees who are relocating as part of the 2005 Base Realignment and Closure movements from transit-accessible sites in Arlington to auto-dependent locations at Fort Belvoir. Richmond Highway and Interstate 95, the two major roads providing vehicle access to Fort Belvoir, already suffer severe congestion even during non-peak hours. Expanding transit and commuting options will be critical to achieving successful implementation of these BRAC movements. Among other topics, the proposed study would consider pending legislation we have introduced (H.R. 1635) to extend the regional Metrorail system further south.

Fairfax also submitted a \$20 million request for the U.S. Route 29/Gallows Road project that will complete the funding of vital multimodal transportation improvements in the Merrifield area where a community-wide revitalization is underway, anchored by a new town center. The entire region will benefit from this project

through more efficient traffic operations and dramatically improved pedestrian access to the Dunn Loring Metro station, which is vital to reducing auto dependence in the Merrifield area. This project also will significantly improve the southern gateway to Tysons Corner, which is Northern Virginia's largest employment center. The county recently approved new long-term plans for Tysons to create mixed-use, transit oriented urban centers to support the Dulles Corridor Metrorail Project.

Each of these projects would provide significant investments in the region and its future. As the Department of Transportation Reviews the proposals submitted for the TIGER II program, we would appreciate your consideration for Fairfax County's initiatives.

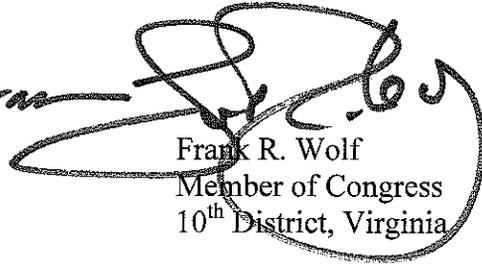
Sincerely,



Gerald E. Connolly  
Member of Congress  
11<sup>th</sup> District, Virginia



James P. Moran  
Member of Congress  
8<sup>th</sup> District, Virginia



Frank R. Wolf  
Member of Congress  
10<sup>th</sup> District, Virginia



August 17, 2010

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

Dear Chairman Snyder,

The Washington Metropolitan Area Transit Authority (WMATA) is pleased to submit this letter of support for the National Capital Region Transportation Planning Board's application for TIGER II grant funds for a regional bike-sharing and infrastructure program.

WMATA actively promotes bicycling as a complementary mode to transit, viewing bicycle access as an extension of transit that allows our customers to access our system from distances too lengthy to walk. Since bicycles cannot always be accommodated in our rail system due to capacity constraints, WMATA seeks to promote alternatives such as bike-sharing, which allow our riders to make that 'last mile' trip without having to bring their bike on the rails. Bike-sharing offers riders an easy way to get to an appointment or meeting in a location that is not otherwise transit accessible. To facilitate this opportunity, WMATA will be working with our local partners to site bike-sharing stations at or near Metro stations to maximize opportunities for the bike-transit connection. In addition to the bike-transit connection, WMATA also recognizes the many other benefits that bicycling offers in terms of physical health, decreased air emissions and motorized vehicle congestion, and cost-effectiveness as a mode of station access.

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

[www.metroopensdoors.com](http://www.metroopensdoors.com)

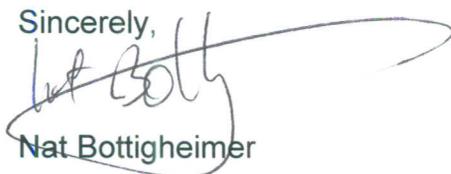
*A District of Columbia,  
Maryland and Virginia  
Transit Partnership*

Dear Chairman Snyder  
Page 2

Providing a regional bike-sharing system will increase bicycling opportunities not only for seasoned cyclists, but for the occasional or new cyclist as well, and help make our region more livable.

We believe this project can make a significant contribution to the quality of life in our region and look forward to participating in its implementation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nat Bottigheimer", with a large, sweeping flourish extending to the right.

Nat Bottigheimer  
Assistant General Manager  
Department of Planning & Joint Development



August 18, 2010

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

Dear Chairman Snyder:

I am writing to express the American Planning Association's support for the National Capital Region Transportation Planning Board's application for a Regional Bike-Sharing Project under the U.S. DOT's TIGER II competitive discretionary grant program.

The American Planning Association has long supported increased investment of transportation dollars to enhance the livability of communities by promoting more affordable transportation alternatives for all people, providing people with more low- and non-polluting transportation options, and encouraging active transportation to improve human health. The Planning and Community Health Research Center (PCH), a program of APA, is committed to helping local and regional governments create healthier, more sustainable communities and shape better places for future generations.

This project will complement PCH programs by reducing air pollution and motor vehicle traffic, creating opportunities for physical activity, improving access to variety of destinations, goods and services—employment, school, health care, food and other shopping—and promoting healthy lifestyles throughout the region. Such a program can reduce risk factors for obesity and chronic disease, mental illness, respiratory illness, and injury and death.

We see a strong need for new and innovative options such as bike-sharing, which will make the Washington region more livable by making sustainable modes like bicycling more accessible and safe. The proposed regional bike-sharing system will serve as a model for communities across the country.

The American Planning Association enthusiastically supports the region's grant application. We are looking forward to the implementation of the program, which will provide an environmentally sustainable, affordable and healthy means of transport for the metropolitan Washington region.

Sincerely,

Kimberley Hodgson  
Manager, Planning and Community Health Research Center  
[khodgson@planning.org](mailto:khodgson@planning.org)  
202-349-1009

cc: Ron Kirby, National Capital Region Transportation Planning Board

b. Other Local Support:

Mayors, County Managers, and Planning Directors

Housing Directors

Public Health Directors

Environmental Directors



*City of Alexandria, Virginia*  
301 King Street, Suite 2300  
Alexandria, Virginia 22314



*William D. Euille*  
Mayor

*City Hall: (703) 838-4500*  
*Home: (703) 836-2680*  
*Fax: (703) 838-6433*  
*alexvamayor@aol.com*

August 3, 2010

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

Dear Mr. Snyder:

On behalf of the City of Alexandria, I would like to reaffirm our support for the National Capital Region Transportation Planning Board's application for the Regional Bike-Sharing Project.

The City of Alexandria has long supported increased investment of transportation dollars to give the region's residents and visitors more low- and non-polluting transportation options, such as bicycling and mass transit. In Alexandria, the regional system would include 17 stations and nearly 150 bikes clustered around high-capacity transit locations with the potential to shift tens of thousands of single occupant vehicle trips to bicycling and transit.

This project fits well with our Eco-City Alexandria initiative and will complement the programs we support by reducing air pollution and promoting healthy lifestyles throughout the region. It will allow people new, convenient and affordable access to transit, and reduce the need for costly and environmentally damaging new infrastructure. We see a strong need for new and innovative options such as bike-sharing, which will make the Washington region more livable by making sustainable modes, like bicycling, more accessible and safe.

This application was approved by the TPB on June 16, 2010, and the City of Alexandria enthusiastically supports the region's grant application. We are looking forward to the implementation of the proposed projects, which will provide an environmentally sustainable, affordable and healthy means of transport for the region.

Sincerely,

  
William D. Euille  
Mayor

cc: Ron Kirby, National Capital Region Transportation Planning Board

*"Home Town of George Washington and Robert E. Lee"*



OFFICE OF THE COUNTY MANAGER

2100 Clarendon Boulevard, Suite 302, Arlington, VA 22201  
TEL 703-228-3120 FAX 703-228-3218 TTY 703-228-4611 [www.arlingtonva.us](http://www.arlingtonva.us)

August 18, 2010

U.S. Department of Transportation  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Sir or Madam:

Arlington County is pleased to take part in the Metropolitan Washington Transportation Planning Board's submission to the Department of Transportation (DOT) Fiscal Year 2010 TIGER II Discretionary Grant Program, for an expanded regional bikesharing system.

Bikesharing is an exciting and cost-efficient new way to provide local transit services, in which bicycles are parked at a network of stations, and users pay a fee for short-term rental of a bike for travel to another station. Arlington has already partnered with the District of Columbia to launch a 1,100-bike network, but this funding opportunity would allow a dramatic expansion of the program to over 3,500 bikes spread throughout the region.

Arlington County remains committed to maintaining fiscal responsibility and sustainability, and to providing the resources necessary to satisfy the expectations of our residents. Please be assured that should our proposal be accepted, Arlington County pledges to meet all terms of the grant agreement, including providing the necessary non-federal matching funds.

We thank you in advance for your consideration of this funding proposal. Please do not hesitate to contact me if you require any additional information or have any questions regarding our submission.

Sincerely,

A handwritten signature in black ink that reads "Michael B. Brown".

Michael B. Brown  
County Manager



July 30, 2010

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

Re: Tiger II Regional Bike-Sharing Project Application

Dear Chairman Snyder:

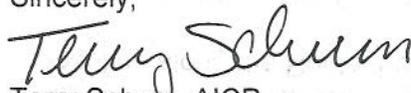
I am writing to express the support of the City of College Park Department of Planning, Community and Economic Development for the National Capital Region Transportation Planning Board's application for a Regional Bike-Sharing Project under the U.S. DOT's TIGER II competitive discretionary grant program.

The City of College Park is a long-time member of the Washington Metropolitan Area Council of Governments and supports increased investment of transportation dollars to enhance the livability of communities by promoting more affordable transportation alternatives for residents, providing residents and visitors with more low- and non-polluting transportation options, and encouraging active transportation to improve human health. This project will help to implement the recently approved Central US 1 Corridor Sector Plan and Sectional Map Amendment that calls for increased use of walking and biking as a way to decrease traffic congestion along the Route 1 corridor.

As a college town, the City of College Park, along with the University of Maryland, is working on projects and programs that will reduce air pollution and promote healthy lifestyles on campus and throughout the city. The City Council recently tasked the Planning Department with preparing a bicycle master plan to complement the bicycle study recently completed by the University of Maryland. Bike sharing will become an important component of these efforts and will make the Washington region and our community more livable by making sustainable modes like bicycling more accessible and safe.

This application was approved by the TPB on June 16, 2010 and the College Park Planning Department enthusiastically supports the region's grant application. We are looking forward to the implementation of the proposed projects, which will provide an environmentally sustainable, affordable and healthy means of transport for the region.

Sincerely,

  
Terry Schum, AICP  
Planning Director

cc: Ron Kirby, National Capital Region Transportation Planning Board

City of College Park  
240-487-3500  
[www.collegeparkmd.gov](http://www.collegeparkmd.gov)

City Hall  
4500 Knox Road  
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College Park, MD 20740-3421

Code Enforcement  
240-487-3570

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

240-487-3590



DEPARTMENT OF COMMUNITY PLANNING, HOUSING AND DEVELOPMENT

Planning Division

#1 Courthouse Plaza, 2100 Clarendon Boulevard, Suite 700, Arlington, VA 22201  
TEL 703.228.3525 FAX 703.228.3543 www.arlingtonva.us

July 21, 2010

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

Dear Chairman Snyder:

I am writing to express Arlington County Planning Division's support for the National Capital Region Transportation Planning Board's application for a Regional Bike-Sharing Project under the U.S. DOT's TIGER II competitive discretionary grant program.

Arlington County has long supported increased investment of transportation dollars to enhance the livability of communities by promoting more affordable transportation alternatives for residents, providing residents and visitors with more low- and non-polluting transportation options, and encouraging active transportation to improve human health. This project will complement the programs we support by reducing air pollution and promoting healthy lifestyles throughout the region. It will provide alternative options to the single occupant vehicle, allow people new, convenient and affordable access to transit, and reduce the need for costly and potentially environmentally damaging new infrastructure.

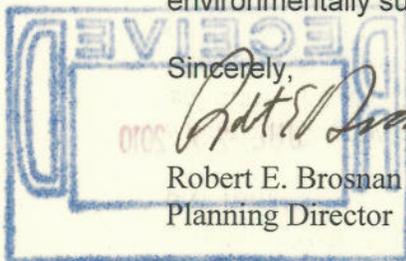
We see a strong need for new and innovative options such as bike-sharing, which will make the Washington region more livable by making sustainable modes like bicycling more accessible and safe. The proposed bike-sharing system in Arlington will benefit our residents by providing increased opportunities to make non-auto trips to both work and play.

This application was approved by the TPB on June 16, 2010 and the Arlington County Planning Division enthusiastically supports the region's grant application. We are looking forward to the implementation of the proposed projects, which will provide an environmentally sustainable, affordable and healthy means of transport for the region.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert E. Brosnan".

Robert E. Brosnan  
Planning Director



cc: Ron Kirby, National Capital Region Transportation Planning Board



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 20, 2010

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

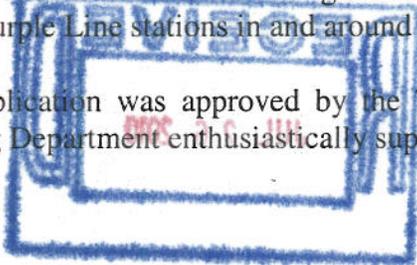
Dear Chairman Snyder:

I am writing to express the Montgomery County Planning Department's support for the National Capital Region Transportation Planning Board's application for a Regional Bike-Sharing Project under the U.S. DOT's TIGER II competitive discretionary grant program.

As part of the Maryland-National Capital Park and Planning Commission (M-NCPPC), our mission is to manage physical growth and plan communities, protect and steward natural, cultural and historic resources, and to provide leisure and recreational experiences. M-NCPPC has long supported transportation investments to enhance the livability of communities by promoting more affordable transportation alternatives, providing more low- and non-polluting transportation options, and encouraging active transportation to improve human health. Among the projects we are currently engaged in, the Purple Line, Capital Crescent Trail, and Metropolitan Branch Trail stand out for their potential to reduce dependence on the automobile. The regional bike-sharing project will complement the programs we support by reducing air pollution and promoting healthy lifestyles throughout the region. It will provide alternative options to the single occupant vehicle, allow people new, convenient and affordable access to transit, and help reduce the need for more costly new infrastructure.

We strongly promote innovative travel options such as bike-sharing, which will make the Washington region more livable by making sustainable modes like bicycling more accessible and safe. The proposed bike-sharing system in Montgomery County will benefit our residents by creating a network of bike-sharing stations within a short distance of our existing Red Line and future Purple Line stations in and around Bethesda and Silver Spring.

This application was approved by the TPB on June 16, 2010 and the Montgomery County Planning Department enthusiastically supports the region's grant application.



Mr. David Snyder  
National Capital Region  
Transportation Planning Board  
July 20, 2010  
Page 2

We are looking forward to the implementation of the proposed projects, which will provide an environmentally sustainable, affordable and healthy means of transport for the region.

Sincerely,



Rollin Stanley, Director  
Planning Department

cc: Ron Kirby,  
National Capital Region Transportation Planning Board





Office of Housing  
421 King Street, Suite 200  
Alexandria, Virginia 22314  
703-746-4990  
[www.alexandriava.gov](http://www.alexandriava.gov)

August 9, 2010

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

Dear Chairman Snyder:

I am writing to express the Alexandria Office of Housing's support for the National Capital Region Transportation Planning Board's (TPB) application for a Regional Bike-Sharing Project under the TIGER II competitive discretionary grant program.

The Office of Housing is dedicated to the production and preservation of affordable housing within the City of Alexandria, Virginia. The proposed bike-sharing project will provide more convenient access to a range of public transportation alternatives and is consistent with the City's Eco-charter and its Strategic Plan. Pursuant to our mission, the Office of Housing is supportive of the development and maintenance of infrastructure and systems which enhance the livability of communities and which promote affordable, green and healthy transportation options for residents. With seventeen bike stations planned around the City's four metro stops, we believe that many low and moderate income residents of affordable housing developments which are located within the 1 to 2 mile bike sheds can benefit from the program when implemented.

The bike-sharing project application was approved by the TPB on June 16, 2010 and the Office of Housing supports the region's grant application. We

look forward to implementation of the proposed project, which will provide a more environmentally sustainable, affordable and healthy means of transport for the participating jurisdictions.

Sincerely,

A handwritten signature in black ink that reads "Mildrilyn Stephens Davis" followed by a stylized flourish or initials.

Mildrilyn Stephens Davis  
Director

cc: Ron Kirby, National Capital Region Transportation Planning Board  
Yon Lambert, Deputy Director, Operations and Maintenance,  
Department of Transportation and Environmental Services



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Isiah Leggett  
County Executive

Richard Y. Nelson, Jr.  
Director

July 26, 2010

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

Dear Chairman Snyder:

I am writing to express the support of the Montgomery County Department of Housing and Community Affairs (DHCA) for the National Capital Region Transportation Planning Board's (TPB) application for a Regional Bike-Sharing Project under the U.S. DOT's TIGER II competitive discretionary grant program.

As a housing agency our primary goal is expanding housing affordability, particularly for those with the lowest incomes. However, we have long recognized that transportation is also a critical component of household expenditures and that access to reliable and affordable transportation options helps low-income households meet all of their needs. We see a strong need for new and innovative options such as bike-sharing, which will make the Washington region more livable by making sustainable modes like bicycling more accessible and safe. The proposed expansion of the bike sharing program into Montgomery County will benefit our residents by creating a low-cost, environmentally sound and healthy means of transportation that alone or combined with walking or transit will increase our residents' mobility.

This application was approved by the TPB on June 16, 2010, and the Department of Housing and Community Affairs enthusiastically supports the region's grant application.

Sincerely,

Richard Y. Nelson, Jr.  
Director

RYN:mg

cc: Ron Kirby  
National Capital Region Transportation Planning Board

Office of the Director

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
Department of Housing and Community Development

Office of the Director



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

Dear Chairman Snyder:

I am writing to express that the Department of Housing and Community Development (DHCD) is in support for the National Capital Region Transportation Planning Board's application for a Regional Bike-Sharing Project under the U.S. DOT's Tiger II competitive discretionary grant program.

The mission of the DHCD has long supported increased investment of transportation dollars to enhance the livability of communities and promote more affordable transportation alternatives for residents. This project will complement the programs we support by providing convenient access to affordable transportation alternatives, including shared bicycles and improved access to mass transit, which will reduce auto-dependency and its related strain on households with limited incomes.

We see a strong need for new and innovative options such as bike-sharing, which will make the Washington region more livable by making sustainable modes like bicycling more accessible and safe. The proposed bike-sharing system in Washington, DC will benefit our residents by providing a more economical alternative to commuting that is environmentally friendly.

This application was approved by the Transportation Planning Board on June 16, 2010 and DHCD enthusiastically supports the region's grant application. We are looking forward to the implementation of the proposed projects, which will provide an environmentally sustainable, affordable, and healthy means of transport for the region.

Sincerely,

A handwritten signature in black ink, appearing to read 'L. Finucane Edmonds', written in a cursive style.

Leila Finucane Edmonds  
Director

cc: Ron Kirby, National Capital Region Transportation Planning Board



# County of Fairfax, Virginia

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

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August 5, 2010

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

Dear Chairman Snyder:

On behalf of the Fairfax County Health Department, I am pleased to endorse the National Capital Region Transportation Planning Board's application for a Regional Bike-Sharing Project under the U.S. DOT's TIGER II competitive discretionary grant program.

The mission of the Fairfax County Health Department is to protect, promote and improve the health and quality of life of all Fairfax residents. With a population of approximately 1.2 million, Fairfax County is the most populous jurisdiction in both Virginia and the Washington, DC National Capital Region (NCR). The Health Department serves the residents of Fairfax County, Fairfax City, Falls Church City, and the Towns of Reston, Herndon, Vienna, and Clifton.

Fairfax County is committed to health promotion initiatives that encourage individuals to take preventive measures and adopt healthier lifestyles. Our Prevention System is broad based and encompasses community nonprofits, faith based entities, schools, community members, and public agencies in Fairfax. We support interventions (such as being proposed under this grant) that have a regional and community focus.

Studies show that people are more likely to change their behaviors when they encounter positive messages and supports for behavior change in their surrounding community – their family, their social network, their neighborhood institutions, and the media. Providing the region's residents with more opportunities to build physical activity into their day through the promotion of active transportation, such as bicycling and walking, will go a long way towards increasing the health of our community.

We see a strong need for new and innovative options such as bike-sharing, which will make the Washington region more livable by making healthy, sustainable modes like bicycling more accessible and safe. The Fairfax County Health Department enthusiastically supports the region's grant application. We look forward to the implementation of the proposed projects, which will provide a healthy, affordable and environmentally sustainable means of transport for the region.

Sincerely,

Gloria Ado-Ayensu, MD, MPH  
Director of Health

cc: Ron Kirby, National Capital Region Transportation Planning Board  
Rosalyn Foroobar, Deputy Director for Health Services

---

**Fairfax County Health Department**  
10777 Main Street, Suite 203, Fairfax, VA 22030  
Phone: 703-246-2479 TTY: 703-591-6435  
Fax: 703-273-0825  
[www.fairfaxcounty.gov/hd](http://www.fairfaxcounty.gov/hd)





DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES  
Office of Environmental Quality  
P.O. Box 178 – City Hall  
Alexandria, Virginia 22314

August 09, 2010

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

Dear Chairman Snyder:

I am writing to express the City of Alexandria's support for the National Capital Region Transportation Planning Board's application for the Regional Bike-Sharing Project.

The City of Alexandria has long supported increased investment of transportation dollars to give the region's residents and visitors more low- and non-polluting transportation options, such as bicycling and mass transit. This project will complement the programs we support by reducing air pollution and promoting healthy lifestyles throughout the region. It will provide alternative options to the use of single occupant vehicles, allow people new, convenient and affordable access to transit, and reduce the need for costly and environmentally damaging new infrastructure.

We see a strong need for new and innovative options such as bike-sharing, which will make the Washington region more livable by making sustainable modes like bicycling more accessible and safe. As a project partner, the proposed bike-sharing system will address and is complementary to many of Alexandria's transportation goals outlined in its Eco-City Charter and Environmental Action Plan 2030 such as promoting multi-modal travel by creating city streets that put "people first" and reducing the number of vehicle miles traveled (VMTs) on a per capita basis.

This application was approved by the TPB on June 16, 2010 and the City of Alexandria enthusiastically supports the region's grant application. We are looking forward to the implementation of the proposed projects, which will provide an environmentally sustainable, affordable and healthy means of transport for the region.

Sincerely,



William Skrabak, Deputy Director  
Department of Transportation and Environmental Services,  
Office of Environmental Quality  
City of Alexandria

cc: Richard Baier, P.E., LEED AP, Director, T&ES  
Abi Lerner, Deputy Director of Transportation, T&ES  
Erica Bannerman, Senior Environmental Specialist, OEQ, T&ES  
Ron Kirby, National Capital Region Transportation Planning Board

c. Not yet participating jurisdictions



# City of Bowie

2614 Kenhill Drive  
Bowie, Maryland 20715

July 20, 2010

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

RE: Regional Bike-Sharing Project

Dear Chairman Snyder:

I am writing to express the City of Bowie's support for the National Capital Region Transportation Planning Board's application for a Regional Bike-Sharing Project under the U.S. DOT's TIGER II competitive discretionary grant program.

The mission of the City of Bowie is, in partnership with the community, to provide a cost-effective system of services and facilitate compatible economic development that enhances quality of life within a positive and sustaining physical environment. The mission of the City's Planning Department is to influence, in a positive and constructive way and with significant citizen involvement, our City's growth and physical development. The Planning Department prepares and coordinates plans, studies and recommendations and participates in public policy planning including, but not limited to, transportation planning and recreation and public properties planning.

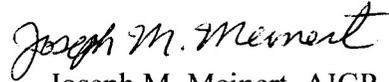
The Planning Department has long supported increased investment of transportation dollars to enhance the livability of communities by promoting more affordable transportation alternatives for residents, providing residents and visitors with more low- and non-polluting transportation options, and encouraging active transportation to improve human health. This project will complement the programs we support by reducing air pollution and promoting healthy lifestyles throughout the region. It will provide alternative options to the single occupant vehicle, allow people new, convenient and affordable access to transit, and reduce the need for costly and potentially environmentally damaging new infrastructure.

We see a strong need for new and innovative options such as bike-sharing, which will make the Washington region more livable by making sustainable modes like bicycling more accessible and safe. The proposed bike-sharing system in the region will benefit our residents by providing a low-cost, efficient and non-motorized transportation option for them to use in downtown Washington, D.C. or at selected Metro stations.

Letter to Mr. David Snyder

This application was approved by the TPB on June 16, 2010, and City of Bowie enthusiastically supports the region's grant application. We are looking forward to the implementation of the proposed projects, which will provide an environmentally sustainable, affordable and healthy means of transport for the region.

Sincerely,



Joseph M. Meinert, AICP  
Director of Planning and  
Economic Development

cc: City Council  
City Manager  
Mr. Ron Kirby



**Gaithersburg**  
A CHARACTER COUNTS! CITY

July 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:

I am writing to express the City of Gaithersburg's support for the National Capital Region Transportation Planning Board's application for a Regional Bike-Sharing Project under the U.S. DOT's TIGER II competitive discretionary grant program.

The mission of the City of Gaithersburg's Planning Department is to ensure that all planning and development considers and responds to the City's environmental, transportation, economic, social, and civic needs. The City of Gaithersburg has long supported increased investment of transportation dollars to enhance the livability of communities by promoting more affordable transportation alternatives for residents, providing residents and visitors with more low- and non-polluting transportation options, and encouraging active transportation to improve human health. This project will complement the programs we support by reducing air pollution and promoting healthy lifestyles throughout the region. It will provide alternative options to the single occupant vehicle, allow people new, convenient and affordable access to transit, and reduce the need for costly and potentially environmentally damaging new infrastructure.

We see a strong need for new and innovative options such as bike-sharing, which will make the Washington region more livable by making sustainable modes like bicycling more accessible and safe. The proposed bike-sharing system in Gaithersburg will benefit our residents by increasing transportation options for our residents, reducing air pollution and promoting healthy lifestyles.

This application was approved by the TPB on June 16, 2010 and the City of Gaithersburg enthusiastically supports the region's grant application. We are looking forward to the implementation of the proposed projects, which will provide an environmentally sustainable, affordable and healthy means of transport for the region.

Sincerely,

Lauren Pruss, Planning Director  
Planning and Code Administration

cc: Ron Kirby, National Capital Region Transportation Planning Board

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2098  
301-258-6300 • FAX 301-948-6149 • TTY 301-258-6430 • cityhall@gaitthersburgmd.gov • www.gaitthersburgmd.gov

MAYOR  
Sidney A. Katz

COUNCIL MEMBERS  
Jud Ashman  
Cathy C. Drzyzgula  
Henry F. Marraffa, Jr.  
Michael A. Sesma  
Ryan Spiegel

CITY MANAGER  
Angel L. Jones

# Appendix 4

## Benefit-Cost Model

The full benefit-cost model developed by TPB staff for the proposed project is available at the TPB TIGER II website. The model is available here:

<http://www.mwcog.org/transportation/TIGERii/>. Select the link “Bikesharing BCA Model.”

These models include all calculations, assumptions and sources used.

# Appendix 5

## Detailed Bike Sharing BCA Methodology

A detailed methodology of the bike-sharing BCA is provided here because of the limited previous work in the area of valuing benefits from unique non-motorized transit system. Bike sharing is a relatively new concept throughout the world.

The cost-benefit model for the bike-sharing package is based on a relatively simple framework of three major sources of costs and seven major sources of benefits and a set of basic and complex assumptions.

Basic programmatic assumptions are as follows:

- 3564 total bikes in the system (2564 of which are included in the funding request), which will increase 2.5% a year under the assumption that the program will be expanded to eventually achieve ideal saturation (roughly 200 residents per bike).
- This bike-sharing system will be similar in size to the Montreal, Barcelona, and Lyon bike-sharing systems. The greatest data is available for the much larger Paris bike-sharing system. Therefore, a combination of experiences from these global models was used to generate system assumptions, such as revenue generation, mode shifts, and ridership.
- Each bike will be used by 6 people per day, but this increases 5% a year as the system expands.
- Each person will make 2 trips (1 roundtrip).
- The average bike trip length is 1.5 miles, according the COG Household Travel Survey (HHTS) 2007/2008. This is used as the average trip length for all trips assumed to have been replaced with a bike trip.

The major costs are: capital, O&M, and increased accidents. The assumptions behind these costs are as follows:

The **capital cost** is a combination of station, bicycle, and installation costs. This includes initial system set-up, such as bicycles, docks, map frames and card-readers. Each bike is also assumed to require replacement every 6 years for a cost of \$1000 per bike.

The **operating cost** is \$155 per bicycle per month, which includes an 8% theft and vandalism rate, as well as bicycle redistribution, bicycle maintenance, and maintenance of the regional website.

Both the capital and operating costs are based on the Bixi system in Montreal.

**Accident costs** are based on the current accident rate, bicycle ridership, and an accident increase factor per new cyclist added to the road. Injuries and fatalities were obtained from the Virginia Department of Motor Vehicles, Maryland Office of Highway Safety, and the District Department of Transportation. Bicycle ridership was obtained from the HHTS for both 1994 and 2007/2008. The accident increase factor per new cyclist was obtained by applying the following equation:  $(\text{new ridership} / \text{old ridership})^{0.4}$ , which was taken from Jacobsen's "Safety in Numbers" (2003). The accidents attributable to the bike-sharing program were estimated by taking the difference in yearly

accidents involving cyclists with bike-sharing and without. Accident cost assumptions were used as follows: \$6 million per fatality and all injuries were assumed to be moderate in nature at \$93,000 per injury.

The major benefits are: user cost savings, travel time savings, increased access, congestion reduction, emissions reduction, improved public health, and accident reduction. The assumptions behind these benefits are as follows:

**User cost savings** are a determination of the change in the direct per mile user fees paid by travelers based on mode shifts, which in this case are shifts to bike from auto, taxi, transit, and walk or personal bike. Assumptions behind this determination include average trip length (provided from the HHTS 2007/2008); vehicle operating cost, based on fuel costs, maintenance, repair, tire costs, and capital depreciation; average transit fares, based on average rail vs. bus trips, SmarTrip usage, and fares; average taxi fares; and bike fees, based on likely percentage of members vs. day pass users. A parking fee assumption is also applied to all auto trips, which represents the average daily parking cost in DC.

**Travel time savings** are a similar determination that measures the time difference for bike trip shifted from another source. Assumptions behind this calculation include mode shifts, average trip length, average speed by mode (including an average transit wait time of 5 minutes), and value of time, which was taken from the NHTSA guidance.

**Increased access** is a determination of the benefit from trips taken that previously were not possible or worth the time or cost. This benefit was calculated using a consumer surplus model, where it is based on the difference between the user/time cost of the next cheapest possible mode (assumed to be bus transit) and the new bike-sharing option.

**Congestion reduction** is based on an assumption of the congestion relief benefit for each VMT reduced. This is therefore based on VMT reduction calculations and a congestion reduction value, taken from NHTSA guidance. VMT reduction calculations are based on the average trip length, trips shifted from auto and taxi to bike, and also trips shifted from auto to transit, resulting from increased transit access from bike-sharing. New transit generation was determined using a percentage of bike-share trips connected to bus or rail transit and applying a percentage based on the number of people and jobs with new access to transit and ideal bike-sharing locations.

**Emissions reductions** is a straightforward determination of reductions in VOCs, NO<sub>x</sub>, PM<sub>2.5</sub>, and CO<sub>2</sub> based on average light duty fleet emissions rates from COG's Mobile 6 model used for air quality conformity and the VMT reductions described above.

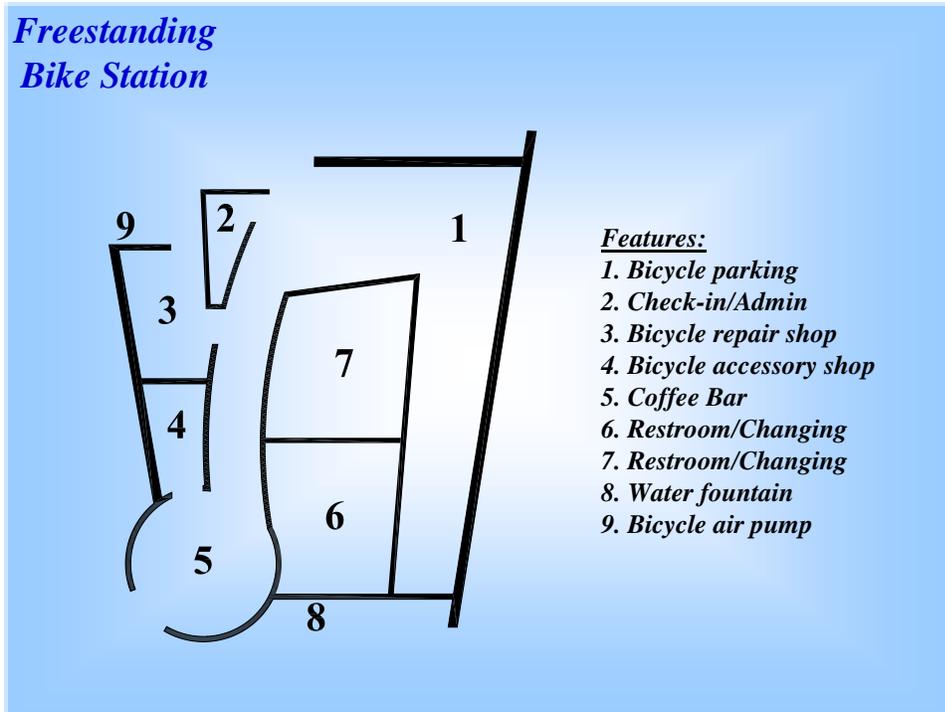
**Improved public health** is determined using assumptions taken from a recent Rails to Trails report on active transportation, including the health care cost increase for people completing 30 minutes of daily exercise vs. those that currently do not (\$20 per year), the percent of those bicycling or walking who do not meet activity recommendations (conservatively assumed to be 20%), and the average extra exercise time needed to meet the requirement (15 minutes).

**Accident reduction** is a simple calculation assuming that with each VMT reduced, accident risk decreases. Therefore, a value per VMT for accident reduction, taken from NHTSA guidance, was applied to the total reduced VMT.

# Appendix 6

## Images/Plans of Bikestation Projects

Silver Spring Bikestation Plan, 1500 square feet:



The Reston Bikestation will be based on the operating Bikestation shown on the following page.

BIKESTATION MODULE IN COVINA, CA- OPEN FOR BUSINESS IN DECEMBER, 2009  
UNIT SIZE IS 10' X 20'



## **Appendix 7**

Areas of High Potential Bicycle Activity,  
City of Alexandria 2008 Pedestrian and  
Bicycle Mobility Plan



**Legend**

**Potential Bicycle Activity**

- High Potential (Red line)
- Low Potential (Green line)

↑

- Surface Water (Blue area)
- Road (Grey line)
- Park (Green area)
- City of Alexandria (Grey area)

# City of Alexandria Potential Bicycle Activity

Draft  
June 2007  
Toole Design Group

