**TFCA PROJECT INFORMATION FORM A**

**Bicycle Facility Projects** **- Paths, Lanes, Routes, and Boulevards**

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| **Project Sponsor:****Project Title**:  |

**Eligibility**

Bicycle facilities are identified as an eligible project category under Policy No. 30 of the Air District’s TFCA CPM Policies. Eligible bicycle facilities projects are limited to:

* New Class 1, 2, 3, and 4 bicycle facilities, including paths, lanes, routes, cycle tracks, separated bikeways and bicycle boulevards
	+ Upgrades to Class 1 or 4 from existing Class 2 and 3 facilities are also eligible but can only qualify for a small portion, roughly 10%, of the funding the project could receive if it were a new facility.
* All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Safety Code, or conform to the provisions of the Protected Bikeway Act of 2014.
* Class 1 paths and trails must be in place for a minimum of 10 years. Class 2, 3, and 4 facilities for a minimum of 7 years.
* For TFCA funding, in general, bicycle facility projects must be in a countywide bike plan, countywide transportation plan, congestion management program, city plan, or MTC’s Regional Bicycle Plan.
	+ For Alameda County’s TFCA program, eligible bike facility projects must be consistent with the current Countywide Active Transportation Plan (ATP) or Countywide Transportation Plan (CTP).
* For TFCA funding, project sponsors are no longer required to conduct pre- and post-project bike counts.

**Maps/Diagrams**

For bicycle facility projects, the following elements must be included in the required map attachment:

* + Existing facilities, as applicable (e.g. streets, bike lanes, sidewalks, crosswalks, traffic signals, etc.).
	+ Proposed project limits. If multiple bikeway types are proposed (e.g. a combination of Class 1 and 2), clearly indicate the type and limits of each.
	+ If project is closing a gap between two existing bike lanes, the map should clearly illustrate the project’s connection to existing lanes.
	+ Nearby transit facilities, activity centers and regional connectors (to the extent feasible).
	+ Additionally, if available, provide schematic diagrams showing cross-section of the area/roadway with and without the proposed project.

*For all projects proposed for TFCA funding the Alameda CTC is required to evaluate emissions reductions and TFCA cost-effectiveness, based on the following information. Use the most accurate or best estimate data available and state all assumptions/ calculations*.

**Project Information**

1. **What is the proposed type of bike facility?**

1. **What is the total length of the proposed project, to nearest 0.1 mile?**

1. **Is this a new bike facility or does the project street have an existing facility?**

1. **As available, provide the following information for each street with a proposed new facility:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Street Name and limits** *(For off-street Class 1 trails/paths, use the ADT for the most appropriate parallel road)* | **Average Daily Traffic Volume (ADT)** | **Proposed facility type for this segment** *(NA if not a project street)* | **Length of proposed new facility for this segment** *(NA if not a project street)* |
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1. **Gap Closure: Will this project eliminate a gap in a bicycle facility/corridor?** If so, explain how and includethe following: (a) description of existing options for traveling the facility/corridor, (b) length of gap being closed (to the nearest 0.1 mile), and (c) resulting length of the full facility with the gap eliminated (to the nearest 0.1 mile).

1. **Access: Will this project improve access to transit, activity centers, and/or regional connectors?** If so, explain how:

1. **Maintenance: What agency will maintain the facility and are agreements in place, if needed?**

1. **How long is the project expected to be in place?** Describe plans, if any, to redevelop the area which would affect the life of this project.  *(For TFCA funding, Class 2, Class 3, and Class 4 projects must be in place a minimum of 7 years and for Class 1 projects, a minimum of 10.)*

1. **Is the project consistent with current California Highway Design Manual design standards and/or does it conform to the provisions of the Protected Bikeway Act of 2014?**

**[ ]** Yes **[ ]** No

**a**. **If no,explain**:

1. **In which planning document(s) is the project identified?** (I.e.,Alameda County CTP and/or ATP)

1. **What is the project and recommended facility type/class shown in the plan(s)?**

1. **If the proposed project is inconsistent with the plan(s), explain why:**

1. **Default Assumptions for Bike Lanes:** The following assumptions will be used for TFCA cost effectiveness calculations unless other, justifiable values are proposed by the applicant, subject to approval by Alameda CTC and Air District staff:
* The project will be used at maximum 240 days/year (per individual).
* Average bicycle trip length is three (3) miles.

If alternative values are proposed for this project, explain below and provide a detailed justification.