**TFCA PROJECT INFORMATION FORM A**

**Bicycle Facility Projects**

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

**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 are limited to:

* New Class 1, 2, 3, and 4 bicycle facilities, including paths, lanes, routes, cycle tracks, separated bikeways and bicycle boulevards
  + Projects that close a gap in an existing bike facility are better candidates for TFCA than projects that merely shorten an existing gap.
  + 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.
  + For projects with a combination of new facilities and upgrades and/or a combination of bike facility classes, the limits of each need to be clearly identified, so they can be evaluated separately.
* All bikeway projects must, where applicable, be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014.
* Constructed 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.
* 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 are to be consistent with the current Countywide Transportation Plan (CTP).

Other considerations:

* TFCA funds are to be expended within 2 years, with up to 2, 1-year time extensions allowed (results in a maximum expenditure period of 4 years), so project readiness is key. TFCA funds are only awarded to the Con phase and, ideally, the Env phase should be completed or at least well under way at the time of the TFCA funding award. Awarded TFCA funds cannot be included in a funding agreement until the Env phase is complete.
* TFCA funds can only be awarded to projects with complete funding plans. TFCA awarded to projects with other pending grant awards may need to be canceled if the pending funding is not received and sponsor cannot fill the funding shortfall.
* Bike counts: BAAQMD no longer requires TFCA project sponsors to conduct pre- and post-project bike counts.

*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 type of bike facilities will the project implement (Class 1, 2, 3, and/or 4)?**

1. **What is the current project phase and current phase status?**

1. **Will the proposed facility be implemented on both sides of the street or accommodate 2-way bike travel? If project will accommodate only one direction of travel, explain why.**

1. **What are the project limits and what is the total 1-way length of the proposed project, to the nearest 0.1 mile?**

1. **Provide the following information (ADT, Class and length) for project street(s) and segment(s):**

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| **Street Name and segment limits**  *(For off-street Class 1 trails/paths, enter Street name and ADT for the most appropriate parallel roadway that cyclists currently use)* | **Average Daily Traffic (ADT)** | **Proposed bike facility type/class** | **Is this a new facility or an upgrade to an existing facility?** | **Segment Length of proposed facility** |
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1. **Gap Closure Projects:** 
   1. **Will this project eliminate/close a gap in an existing bicycle facility? If yes, identify the limits of the gap closure and existing options for traveling the roadway/corridor.** Please list the existing bike facilities that will connect to this project and where. Projects that merely shorten or fill in a portion of an existing gap in a bike facility (the project will connect to an existing bike facility just at one point) are not considered gap closure projects.

* 1. **What is the length of the gap being closed by project (to the nearest 0.1 mile)?**

* 1. **What is the length of the full resulting facility with the gap eliminated (i.e., length of the closed gap plus the length of the existing facilities connecting at each end, to the nearest 0.1 mile)?** *If over 2 miles, just indicate “over 2 miles”.*

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.  *(As mentioned on 1st page, for TFCA projects, 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. **Default Assumptions for Bike Lanes:** The following assumptions will be used for TFCA cost effectiveness calculations unless other, justifiable values (e.g., based on existing surveys or studies) 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 for facility is three (3) miles.

If alternative/greater values are proposed for the evaluation of this project, please provide justification/source:

Return this form to Jacki Taylor, [jtaylor@alamedactc.org](mailto:jtaylor@alamedactc.org) , by July 31, 2023. If the proposed project is a good candidate for TFCA funds, project sponsor will be asked to provide complete project scope, schedule and budget details.