**TFCA PROJECT INFORMATION FORM B**

**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.b. 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.
  + Certain upgrades are also eligible (i.e., upgrade to Class 1, Class 2 buffered or Class 4 from existing Class 2 and Class 3 facilities), but can only qualify for a small portion, roughly 5-10%, of the TFCA funding a new facility could receive.
  + 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.
  + Projects with completed studies that estimate a mode shift from car to bike due to the project may be able to justify and receive a higher TFCA award than is possible using the standard Air District default assumptions (See Question 8 at end of this form).
* Bicycle facility projects must be in a regional and/or countywide bike or active transportation 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).
  + Bike facility projects that are only included in an adopted city general plan or area‐specific plan may also be eligible, but only if the plans specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.
* All bikeway projects must follow applicable local and state design standards.
* 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.

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 Construction phase and, ideally, the Environmental phase should be completed or at least well under way and nearing completion at the time of the TFCA funding award. Awarded TFCA funds cannot be included in a funding agreement until the Environmental phase is completed.
* TFCA funds can only be awarded to projects with complete funding plans. If TFCA is awarded to projects with other pending grant awards, the TFCA may need to be canceled if the pending funding is not received and the sponsor cannot fulfil the funding shortfall. Through other sources.
* Bike count requirements: None (neither Pre-project nor post-project are required).

**Project Information**

*For all projects proposed for TFCA funding under this category, the Alameda CTC is required to evaluate estimated emissions reductions for criteria pollutants (NOX, ROG, PM10) and TFCA cost-effectiveness, based on the following project information. Use the most accurate or best estimate data available and state all assumptions/ calculations.*

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? Provide the estimated/actual begin and completion dates for Environmental, Design, and Con phases. Will project be delivered with federal funds and require NEPA Clearance?**

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 street(s) and limits and what is the total 1-way length of the proposed project, to the nearest 0.1 mile?**

1. **Provide the following detail (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 for this segment** | **Is this segment a new facility or an upgrade to an existing facility?** | **Length of proposed facility (this segment)** |
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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.** *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 the resulting full/uninterrupted facility is 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 is assumed to be used at maximum 240 days/year (per individual).
* Average bicycle trip length for facility is assumed to be three (3) miles.
* The number of users of the facility are estimated to be a very small % of ADT.

If alternative (i.e., greater) values are proposed for the evaluation of this project, please provide justification/source (alternative values are subject to approval by Alameda CTC and Air District staff):