**TFCA PROJECT INFORMATION FORM A**

**Bicycle Parking**

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

**Eligibility**

Bicycle Parking projects are identified as an eligible project category under Policy No. 30.a. of the Air District’s TFCA County Program Manager (CPM) Policies.

* Eligible Bicycle Parking projects are limited to the purchase and installation of:
* New bicycle racks (including racks on transit buses, trains, shuttle vehicles, and ferry vessels)
* New electronic bicycle lockers or upgrades to electronic bicycle lockers from racks
* Capital costs to construct new attended bicycle storage facilities or upgrade to bicycle storage facilities from racks
* Bicycle parking projects must be in a regional and/or countywide bike or active transportation plan, Countywide Transportation Plan (CTP), Congestion Management Program, or city plan.
	+ Bike parking 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 project is to reduce motor vehicle emissions or traffic congestion.
* Projects must be publicly accessible and expand access to bicycle parking. Thus, projects limited to the replacement/refurbishment of existing parking equipment are ineligible. For projects that expand existing parking, project costs associated with the removal of existing parking equipment are ineligible for reimbursement by TFCA.
* Once in operation, projects are expected to be in place (with equipment maintained and operational) for a minimum of 3 years.

**Project Information**

*For all projects proposed for TFCA funding under this category, 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 new bike parking is proposed?**

1. **List the total number of proposed units, number of bicycles per unit, and total number of bicycles accommodated by project.**

1. **Describe the design of the proposed bike parking units.**  Include vendor and model, if determined.

1. **Describe how/why the proposed project locations were selected and confirm the locations are publicly accessible.**

1. **What type of existing parking/storage is currently available at proposed location(s)?** Document current demand and wait list, if any.

1. **For projects located at transit station(s), what is the average total one-way trip distance of passengers for that station?** Include: a) the average passenger trip length for the transit trips to/from this station(s), and b) the average distance traveled to access the station (i.e., one-way distance from origin/destination to transit station).

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

1. **What agency will maintain the infrastructure and are agreements in place, if needed? If ongoing facility operations are required, how will they be funded?**

1. **Default Assumptions for Bicycle Parking projects:**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:
* Bicycle lockers generate two (2) one-way bike trips/day
* Bicycle cages generate two-thirds (**.**75) one-way trip/day.
* Bicycle racks generate one-half (**.**5) one-way trip/day.
* The project (facility/rack/locker, etc.) will be used 240 days/year.
* Average bicycle trip length is three (3) miles (for projects at transit or ferry stations, the average passenger trip length for that station (if known) may be added to the default 3 miles)

If alternative values are proposed for this particular project, provide detailed justification.