**TFCA PROJECT INFORMATION FORM C**

**Bike Share**

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

**Eligibility**

Bike share projects are identified as an eligible project category under Policy No. 31 of the Air District’s TFCA CPM Policies. Bike share projects are intended to make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips, subject to all of the following conditions:

* + Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
  + Projects must have a completed a suitability study demonstrating the viability of bicycle sharing.
  + Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
    - Projects that do not require membership or any fees for use, or
    - Projects that were provided funding under MTC’s Bike Share Capital Program to start a new or expand an existing bike share program, or
    - Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. If applicable, applicants must provide documentation showing proof of refusal.
  + Eligible project costs include capital costs for equipment purchase and installation and operations costs for up to 5 years. TFCA funds may be awarded to pay for up to five years of operations, including the purchase of bicycles or tricycles (self‐propelled or electric), plus mounted equipment required for the intended service and helmets.

**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. **Describe the proposed bike share project and explain how the project meets the above eligibility requirements. Is it interoperable with BABS or exempt from this requirement? If exempt, explain how the project meets one or more of the above required conditions.**

1. **List the total number of proposed bike share stations/locations, the type and number of bikes per station/location, and any or other equipment to be purchased by project.**

* 1. **Where are the bike stations to be located and how were these station sites selected?**

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

* 1. **Is the project subject to CEQA? If yes, when will CEQA be completed?**

* 1. **For the required suitability (or similar) study, provide the approving body and approval date.** *Additionally, for each, provide the cover page, table of contents, signature pages and any other relevant pages as an attachment to the application.*

* 1. **List any additional equipment that is required for the intended service (besides the docking stations and bicycles).**

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

1. **Default Assumptions for Bike Share 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 sharing projects are assumed to generate 1.48 bike trips, per bike, per day.
* 12% of the bike trips generated by project are assumed to replace former single-occupancy vehicle (SOV) trips.
* Average Bike Share-facilitated trip (total distance, home to destination) is assumed to be 16 miles for weekdays and 3 for weekends.
* The facility will be used 260 weekdays and 105 weekend days/year.

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