



CALIFORNIA TRANSPORTATION COMMISSION
POLICIES FOR THE
CLEAN AIR AND TRANSPORTATION IMPROVEMENT ACT
BICYCLE GUIDELINES
Resolution No. G-91-4

GENERAL POLICIES

1. The Commission, as the designated policy body in the Clean Air and Transportation Improvement Act (CATIA) of 1990, will implement the CATIA in a timely, cost effective, and efficient manner.
2. The Commission shall, to the extent feasible, integrate the CATIA process with the State Transportation Improvement Program (STIP) and Transit Capital Improvement (TCI) program process to minimize multiple application cycles and duplicate applications, while not delaying any CATIA projects proposed for funding.
3. The Commission will award grants as specified in the CATIA and ensure that the is implemented over the term of the Act from 1990 to 2010.
4. The Commission prefers to implement this grant program so as to assure that use of CATIA funds will implement bicycle facilities no later than the year 2000.
5. The Commission will seek to maximize the use of funds in the CATIA and other funding sources to provide bicycle facilities.
6. The Commission will only accept grant applications for bicycle projects as defined or identified in the CATIA (see Policy 30).
7. The Commission shall require that grants for the establishment of separate bicycle paths and ways be awarded only if the California Department of Transportation determines that the route will be principally used by bicycle commuters.
8. The Commission intends that if CATIA bond issues are not sold as anticipated, the amount available to each grant applicant during that time period will be reduced proportionately for that bond issue as allowed by PUC Section 99604.
9. Supplemental Funding:
 - a. The CATIA does not require matching funds for bicycle projects. Preference will be given to projects that have supplemental funding from federal, state, local or private fund sources.

15. Subject to its approval, the Commission will allow any public agency identified in the CATIA or in the application guidelines as an eligible applicant, to transfer its applicant status to another public agency that accepts the rights and responsibility to implement and deliver the project.
16. The Commission shall amend all approved CATIA projects by resolution on an ongoing basis into the current State Transportation Improvement Program.

FINANCIAL/FUNDING POLICIES

17. The Commission intends to adopt the financial guidelines for the transfer and expenditure of funds that are consistent with Section 154.4 of the Streets and Highways Code.
18. The Commission intends to allocate CATIA funds in a manner that minimizes the state debt service on the bond issues. The Commission will allocate funds only on an as needed reimbursement basis. The Commission's approval of a complete application will delineate the state's share of the total project cost and for the grant applicant's purpose shall also serve as a verification letter of the state's funding commitment.
19. The Commission will use its Five-Point Strategy for Program Delivery Reform (#G-90-21), Cost Monitoring Policy (#G-90-11), and Timely Use of Funds Policy (#G-88-6) to ensure that the grant applicant shall provide bicycle facilities in a timely and cost efficient manner. If the project is delayed, the grant applicant shall describe the causes of the cost increases, and detail measures to fund the increases, and cost control measures on future project costs.
20. CATIA funds are not subject to the South/North split and county minimums except where applicable under Sections 138.0 and 138.8 of the Streets and Highways Code.
21. CATIA funds may be used to enhance a completed bicycle project if a cost savings exists pursuant to the Commission's Cost Saving Policy (#G-90-9).
22. The Commission shall require that the grant applicants demonstrate they have the financial capacity to construct and maintain the project, as well as the financial and institutional ability to accept the legal liabilities and obligations.
23. Project cost shall be based on the first annual complete application submitted and approved by the Commission.
24. If projects exceed the cost proposed by the grant applicant, then the grant applicant shall cover the cost increases with federal funds, those state funds which are not programmed or allocated by the Commission, local funds, or private funds.

Clean Air and Transportation Improvement Act

BICYCLE PROJECT APPLICATION GUIDELINES

I. PURPOSE AND AUTHORITY

The Clean Air and Transportation Improvement Act (CATIA) makes available \$20 million to fund a program of competitive grants to local agencies for capital outlay for bicycle improvement projects which improve safety and convenience for bicycle commuters.

These guidelines are intended to assist in the submission of applications for bicycle projects under the CATIA. Applications will be evaluated on how the project encourages bicycle commuting and coordinates with other transportation modes.

The guidelines implement the CATIA Program in accordance with the basic program requirements established in Sections 99600 et seq. of the Public Utilities Code, as added by Proposition 116 (June 1990). PUC Section 99660(a) requires that program guidelines be adopted by the California Transportation Commission. The program has a total of \$1.99 billion in State bonding authority.

II. ELIGIBLE APPLICANTS

Eligible fund applicants are "Local Agencies", which means a county, city, city and county, county transportation commission, county transportation authority, transit development board, transit district, or any joint powers agency specified in the CATIA.

III. QUALIFYING BICYCLE PROJECTS

Eligible projects include the construction, improvement, acquisition and other capital expenditures associated with bicycle projects which improve safety and convenience for bicycle commuters [PUC Section 99650]. Bicycle commuter is defined as a bicyclist making a trip for transportation purposes such as travel to work, to school, shopping or other activity center, rather than for exercise or recreational purposes.

Eligible projects may also include, but are not limited to: bicycle lanes, paths, shoulders; grading, drainage, paving, barriers, landscaping, and structures needed to accommodate users of the facility; fixed-source lighting where appropriate; right-of-way (land acquisition and relocation assistance); bikeway grade separation; traffic control devices; provision of signs designating bicycle transportation routes; conversion of railroad rights-of-way to bikeways; supplementary features such as shelters and parking and storage facilities; installation of bicycle racks on transit vehicles; roadway widening, restriping, parking removal for bicycles, bicycle bridge, and adjustment of traffic-actuated signals to make them bicycle sensitive.

Appropriate Use of Funds - The applicant demonstrates that the project will improve safety and convenience for bicycle commuters. (The Department of Transportation shall determine that applications to construct separate bicycle paths and ways (e.g. Class I facility) will be principally used by bicycle commuters pursuant to PUC Section 99650(b)).

Plans - The applicant shall provide documentation demonstrating local support for the project; documentation types include: showing the project's consistency with an adopted bicycle plan or circulation element of a General Plan, congestion management plan, regional transportation plan, transportation control measure plan, or other regional plan.

Design Standards - Bicycle projects shall be designed where applicable in conformity with the latest design criteria described in Chapter 1000 of the Highway Design Manual, "Bikeway Planning and Design".

B. Evaluation (Ranking) Criteria

The applicant shall demonstrate that the project will provide for one or more of the following:

- Elimination or improvement of a problem area on routes that serve bicycle commuters.
- Improvements that provide for a continuous interconnected route to provide reasonably direct access to work, to school, shopping and other activity centers rather than recreational trips
- Provisions that facilitate bicycle/transit trips.
- Cost of the project compared to similar ones constructed in the state in comparable urban/rural areas.
- Coordination of an overall bicycle or transportation network; or in linking activity centers.
- A joint project that is sponsored by multi-jurisdictional agencies.
- Increased safety that will result from the project.
- Financial commitment showing percent of federal, state local or private funding for the project.
- Letters of support from local schools, citizens, bicycle organizations, businesses to demonstrate local support for the project.