

BICYCLE TRANSPORTATION ACCOUNT PROJECT APPLICATION

I. APPLICANT INFORMATION							
Applicant:	County of Caldera						
Address	777 Lava Lake Boulevard						
City:	Obsidian	County:	Caldera	State:	CA	Zip Code:	95123
Contact Person:	John Doe						
Phone:	(760) -555-1234	E-Mail:	jdoe@ci.obsidian.ca.us				
Legislative District:	Assembly:	25	Senate:	1	Caltrans District:	9	
II. PROJECT INFORMATION							
Project Title:	Obsidian-Basalt Bikeway Project						
Project Type:	Class I Bikeway <input type="checkbox"/>	Class II Bikeway <input checked="" type="checkbox"/>	Class III Bikeway <input type="checkbox"/>	Other <input type="checkbox"/>			
Project Location:							
<i>Example I: Along Dry Creek from Desert Winds Road to Dust Bowl Drive in the City of Thirsty Springs.</i> <i>Example II: Tri-County Regional bus routes.</i>							
<p>The proposed project is located in unincorporated Caldera County between the cities of Obsidian and Basalt along the alignment referred to as the Basalt-Obsidian Bikeway, which consists of segments of County Roads 66, 26, and 66B. The County Road 26 segment located between County Road 66 and County Road 66B, is the last phase of the Basalt-Obsidian Bikeway project.</p>							
Type of Work:							
<i>Example I: Design and construct a Class I Bikeway.</i> <i>Example II: Purchase and install front-mount bicycle racks on all Tri-County Regional buses.</i>							
<p>Construct a Class II bikeway along County Road 26 to complete the final work on the Basalt-Obsidian Bikeway alignment.</p>							
Length:	5.00 (miles)						

Estimated Cost:						
<i>Note: Applicant agency must provide 10% (minimum) of the total project cost.</i>						
Funding Source	Preliminary Engineering	Construction Engineering	Right of Way Acquisition	Construction Contract	Total Amount	Total Percent
BTA	\$50,000	\$50,000	\$0	\$1,000,000	\$1,100,000	90.00%
Local	\$15,000	\$15,000	\$0	\$92,220	\$122,220	10.00%
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$65,000	\$65,000	\$0	\$1,092,220	\$1,222,220	100.00%
Map and Cross Section Attachments:						
<ul style="list-style-type: none"> • Attach to the application a map to scale with north arrow showing the project location, length, limits, adjacent land uses, activity centers and origins and destinations served. • If this is an on-street bikeway project, include cross-sections showing the roadway prior to and after project implementation. • If this is an off-street bikeway project include a cross-section. 						
Project Schedule:						
Item	Beginning Date Month/Year	Ending Date Month/Year	Comments			
CEQA Clearance			Complete			
Right of Way Acquisition			N/A			
Preliminary Engineering	7-1-08	12-30-08				
Final Design	7-1-08	12-30-08				
Advertise Project	2-1-09	3-1-09				
Award Construction Contract	3-1-09	4-1-09				
Submit Final Invoice	4-1-2010	6-30-10				
III. PROJECT SCREENING CRITERIA						
A. Local Match						
1. Is the required resolution committing the applicant to the minimum 10% local match included with the application package? Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
B. California Environmental Quality Act (CEQA)						
<i>Note: BTA projects must be in compliance with the applicable provisions of the California Environmental Quality Act (CEQA) by the BTA application submittal date. The lead agency is responsible for preparing the required environmental documentation, making the appropriate environmental determination, and submitting it with the application.</i>						
1. Is documentation of California Environmental Quality Act (CEQA) compliance (signed and dated) included with the application package? Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
C. Bicycle Transportation Plan (BTP)						
1. What is the name of the BTP the applicant is using to establish eligibility for BTA funding?						
BTP: The County of Caldera Regional Bicycle Transportation Plan						
Date BTP was adopted by applicant's governing body: 1/8/2008						
2. What is the name of the applicant's Regional Transportation Planning Agency?						
RTPA: Caldera CTC						
Date BTP was approved, adopted, or certified by RTPA: 1/22/2008						
3. Please identify the page number in the BTP that discusses the proposed project. 14						
4. Has the BTP been approved by the Caltrans Bicycle Facilities Unit? Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
5. Is the applicant submitting a BTP for Caltrans approval with their application? Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						

IV. EVALUATION CRITERIA

Streets and Highways Code Section 893 requires Caltrans to disburse "... money from the Bicycle Transportation Account... for projects that improve the safety and convenience of bicycle commuters."

Streets and Highways Code Section 890.3 defines bicycle commuter as "... a person making a trip by bicycle primarily for transportation purposes, including, but not limited to,

- travel to work,
- school,
- shopping,
- or other destination that is a center of activity and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination."

BTA project applications will be evaluated as Excellent, Good, Fair, Poor, or Ineligible according to the following criteria. In the space provide, please provide the following information about the proposed project.

1. How will the proposed project benefit bicycle commuters?

The project consists of completing the construction of a Class II bikeway between the Cities of Obsidian and Basalt known as the Obsidian-Basalt Bikeway. The project is supported by the bicycling community and local transportation planning agencies. Construction of the project will support the development of an improved bicycle network in the region by connecting with existing Class III bikeways from the City of Obsidian to the community of Andesite to the west, and the community of Diorite to the east. When the total 7.5 mile bicycle connection between the cities of Obsidian and Basalt is complete, it is estimated that an annual reduction of 90,000 vehicle miles traveled will be realized.

2. How will the proposed project increase bicycle commuting?

Current conditions consist of an undivided road with a travelway width between 11 and 12 feet with minimal to no outside shoulder width. Despite these conditions and high traffic volumes including wide agricultural vehicles the corridor is very popular with bicycle commuters especially in the morning and evening commute hours. The high bicycle usage is due to the fact that no reasonable alternative routes exist. Bicycle travel is permitted on a two-mile stretch of the freeway (State Route 55) because the grid of county roads between the City of Obsidian and Basalt is broken in various locations by sloughs and railroad crossings. However, because of the high volumes bicyclists feel uncomfortable riding on the freeway. Completing the Obsidian-Basalt Bikeway would not only create safer conditions for bicyclist and motorist, it would also attract bicycle commuters who are uncomfortable riding the narrow roadways and high volume freeway segment.

3. Why is the proposed project the best alternative for the situation?

A feasibility study jointly funded by the cities of Obsidian and Basalt, Caldera County, and the Caldera County Air Quality Management District explored the proposal to develop the Obsidian-Basalt Bikeway, a bikeway facility that would connect the cities of Obsidian and Basalt. The study detailed the scope, schedule and estimated cost of various routes. The recommended alignment has been approved and adopted by the Caldera Board of Supervisors. The agreed upon alignment is the best alternative for the situation because it provides a direct route, connects to existing bikeway networks in both cities, serves a small subdivision in the county, and has the least amount of impact on agricultural operations.

4. Discuss citizen and community involvement in the development of the proposed project.

The feasibility study included a public outreach component and a public workshop. Public input was considered as the recommended alternative was developed. Additionally, the public has continued to support the completion of the project. At the beginning of 2008, the public asked the Board of Supervisors why the project is not funded and ready to implement.

The Caldera County Transportation District Board, which represents the cities of Basalt and Obsidian, and the unincorporated areas of Caldera County, unanimously voted in January 2008 to rank this project as the top bicycle/pedestrian project in Caldera County because of its regional significance. The County of Caldera Transportation Advisory Committee classified this route as high priority in the Caldera County Bicycle Transportation Plan. The Caldera County Transportation Commission included this project in the Regional Transportation Plan. All these actions by elected bodies reflect the community's continued support for the Obsidian-Basalt Bikeway project.

V. APPLICANT SIGNATURE

An authorized representative of the applicant agency must sign the application.

The undersigned affirms that the statements contained in the application package are true and complete to the best of the applicant's knowledge.

Name _____	Date _____
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Print Name

- **John Doe**

Title

- **Director of Public Works, County of Caldera**

Distribution: Local agency sends original and one copy to the DLAE. DLAE forwards original to BFU and retains copy for district file.