



“When You’re Going Somewhere”

City of Davis • City of West Sacramento • City of Winters
City of Woodland • County of Yolo
Ex Officio - CalTrans District 3 • University of California - Davis

Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776
(530) 661-0816 FAX:(530) 661-1732
www.yolobus.com

November 30, 2007

José Luis Cáceres
Programming Manager for Bike & Ped
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

RE: **Project Nomination under Bike & Pedestrian Category to Increase Bicycle Capacity on YOLOBUS**

Dear José Luis:

I am pleased to submit the original, plus 12 copies, of YCTD’s application to increase bicycle capacity on YOLOBUS buses. **This application is officially authorized by YCTD’s Board of Directors.**

Our bike rack program has been so successful, that we are often stranding people who want to board the bus with their bike because other bicyclists are taking up the bike rack space. What we are proposing to do is increase bicycle capacity on our buses by 50% on most of our buses (going from a two to three-bike rack), plus add slide-out racks to go into the underneath storage bays of up to two over-the-road coaches.

This project is seeking a small dollar amount (\$25,419) and offers SACOG what is probably one of the best returns for the dollars invested. It is also consistent with the Core Values established in the Blueprint, and falls into one of the eligible categories listed in the ***Regional Bicycle, Pedestrian and Trails Master Plan***.

Please feel free to call me at (530) 661-0816, extension 12 if you have any questions or comments. Thank you.

Sincerely,

TERRY V. BASSETT
Executive Director

Attachments

PROJECT SUMMARY

Project Title	Retrofit YOLOBUS Bus Fleet with Higher Capacity Bike Racks
Local agency contact information	Yolo County Transportation District
Partners	Yolo Solano Air Quality Management District (providing \$28,581 towards this project). Also, YCTD includes Woodland, Davis, West Sacramento, Winters, and Yolo County. Refer to the attached notice of grant award from our AQMD.
Project Number in SACOG Master Plan	Reflected in narrative of Master Plan listing of eligible project categories but not given a specific project number.
<p>Scope of project & location (not to exceed 150 words) Include aspects of project/program that contribute to Blueprint implementation and other goals of the Funding Program</p>	<p>YOLOBUS (throughout Yolo County) has double bike bicycle racks on all of its 40-foot CNG buses and none on it's MCI bus. Because use is so high, bike/bus travelers often confront full bike racks. We are proposing to increase our bike rack capacity by 50% by placing triple bike bicycle racks on most buses, plus a slide out double bicycle bike rack on up to two over-the-road coaches.</p> <p>This project meets the following criteria in the <i>Regional Bicycle, Pedestrian and Trails Master Plan</i>:</p> <ul style="list-style-type: none"> • Provide connections within or through the central business districts. • Provide connections to regional and local public transit systems, at stops, stations, and terminals. • Provide connections within, through, or to regional and local activity centers such as schools, libraries, community centers, colleges, universities, hospitals, medical offices, senior residences, parks, athletic facilities, government services, employment centers, and high-density residential or mixed-use areas.

<p>Project Schedule & Milestones:</p> <ul style="list-style-type: none"> • Start work • Final Ed approved • R/W Acquired • Final plans approved • Environmental permits secured • Award construction contract • Work completed 	<p>December 3, 2007</p> <p>December 10, 2007</p> <p>December 31, 2007</p> <p>June 30, 2008*</p> <p>*1/2 of bike racks expected to be installed by April 30, 2008.</p>
Overall Total Cost Estimate	\$67,500 (Enough for 40-45 bike racks)
Total funding sought and funding committed from other sources	<p>\$25,419 in CMAQ thru this Call For Projects</p> <p>\$28,581 in AB2766 funds previously committed by Yolo Solano AQMD</p>
Local funding commitment from each partner Local match must be at least 11.47% of requested amount	\$13,500 Match from YCTD
Risks to Schedule or Cost	<p>We are able to buy about half the bike racks off of the air district grant. We will include an option for the second half, to be funded with CMAQ and YCTD funds.</p> <p>Also, note that while the total is less than the minimum dollar threshold recommended under this category, it is YCTD's intention to add this project with other ones to be included in YCTD's grant application to FTA.</p>
Phases/divisibility	This project is already divided into two parts (see above).

COST ESTIMATE

Funding Categories	Task	Cost Estimate
Environmental	Environmental Studies	N/A
Engineering	Engineering & Design	N/A
Right-of-Way*	Right-of-Way acquisition	N/A
	Utility relocation & lighting	N/A
Construction*	Environmental mitigation	N/A
	Grading	N/A
	Foundation & Pavement	N/A
	Bridges &/or tunnels	N/A
	Drainage, curb/gutter, street furniture, planting & irrigation	N/A
	Signage, signals, & striping	N/A
	Bicycle storage/parking	\$67,500
	Buildings/structures	N/A
	Non-capital staff activities	N/A
	Non-capital materials (maps, brochures, manuals, printing, etc)	N/A
Misc.*	Other project components	N/A

PROJECT BENEFIT ESTIMATE

Quantifiable Benefits Methodology

- x = Estimate of Existing Usage = 70450 Bike trips on YOLOBUS/year
(estimate of 1 per bus trip)
- y = Estimate of Increase in Usage = 70450 New bike trips on YOLOBUS/year
(average of 1 per bus trip)
- a = Length of Project (miles) = 11.77 average YOLOBUS trip length

Quantifiable Benefits \$ 1,243,795 = (x (a/10 mph) (\$5/hr)) + (y(a/10 mph) (\$10/hr))

Qualitative Benefits Methodology

In one or two paragraphs, are there benefits to the project that are not measured by the dollar figure above?

Yes. The benefits include unquantifiable reduces in health related expenses due to healthier lifestyles by people who choose to ride a bicycle to the bus, as opposed to driving their car for the entire trip.

**INCREASED BICYCLE CAPACITY ON YOLOBUS BUSES
EMISSIONS CALCULATIONS AND COST EFFECTIVENESS**

Requested Funds	\$25,419	
Local Match	\$42,081	
Capital Recovery Factor	0.1	
Project Analysis Period	12	years
Auto Trips Eliminated (T)	1409	trips (one-way) per week
Length of auto trips eliminated (L)	11.77	miles in one direction of trip
Weeks of operation per year (W)	50	weeks
Adjustment (A) for auto access trips to transit, vanpools & carpools	0.7	adjustment factor
Annual Auto Trips Reduced	49,315	annual trips
Annual Auto VMT Reduced	829,197	annual miles
	591,780	bike/bus trips over project life
	\$ 0.043	CMAQ cost per trip over project life

EMISSION FACTORS	Auto Trip End		Auto VMT Factors	
	Factors	grams per trip	grams per mile	
ROG	1.719	0.47		
Nox	0.721	0.602		
PM10	0.014	0.218		
EMISSION REDUCTIONS	Pounds per Year	Kilograms per Day		
ROG	1045	1.302		
Nox	1178	1.467		
PM10	400	0.498		
TOTAL	2623	3.266		

COST EFFECTIVENESS OF REQUESTED FUNDING \$0.97 per pound



June 18, 2007

E. Michael Dulude, Associate Transportation Planner
Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776

Dear Applicant:

On June 13, 2007, the Yolo-Solano Air Quality Management District Board of Directors reviewed the final recommendations regarding funding for clean air funds (CAF) projects for fiscal year 2007/2008. The Board approved the following listed project(s) and funding levels:

Increase Bicycle Capacity on Yolobus Buses or Stops, \$28,581
Summer Sizzler, 2008, \$10,000
Yolobus Spare the Air Days, \$16,517

In an effort to streamline the contracting process, you will under separate cover receive the award acknowledgment form, additional information on the grant program, and contracting procedures. If scope changes occurred due to a reduction in the clean air funds grant award, the changes including monetary changes, must be submitted to the District with the acknowledgment form.

Sincerely,

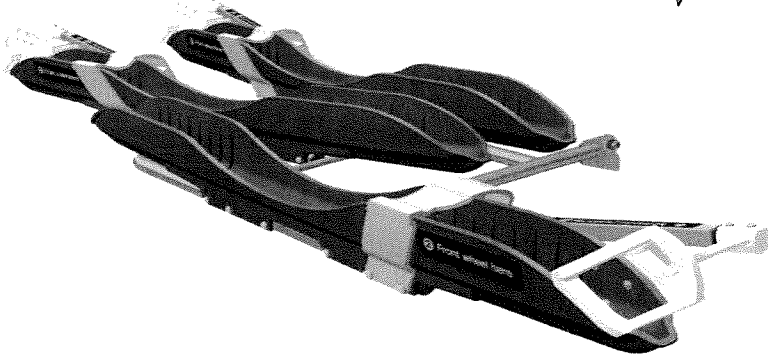
Mat Ehrhardt, P.E.
Air Pollution Control Officer

km

Example of full bike rack on YOLOBUS:



Sportworks
Innovative Product Manufacturing



VeloPorter 3

three position bike rack

Features

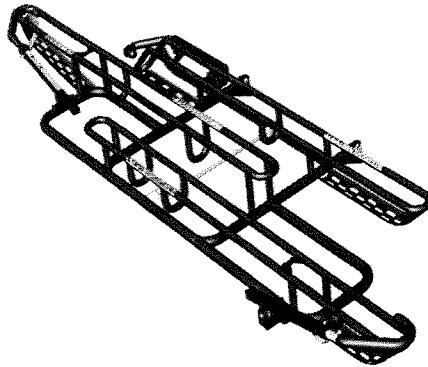
- NEW Modular Design – Reduce maintenance costs with quick and easily replaceable parts
- NEW Energy Absorbing Wheel Trays
- Highly Corrosion Resistant
- Backwards Compatibility – Fits the same pivot plates and mounting brackets as the DL2, DL2 S/S and Trilogy. *Note: DL2 NP (Narrow Profile) customers will need a new pivot plate to accommodate the V3.*
- Accepts wide variety of bicycles - Wheel sizes ranging from 16"-29" in diameter

15540 Woodinville Redmond Rd NE #A-200 • Woodinville, WA 98072
425-483-7000 • fax 425-488-9001 • www.bicycleracks.com



Trilogy™

three position bike rack



Specifications

Dimensions and Capacities:

Benefit:

28 inches deep from the back of the pivot plate assembly to forward edge of rack in the deployed position. 96 inches wide.	Shares similar deployed distance as our DL2 all the while adding one more bike. Width falls within standard vehicle width.
The carrier accommodates all bicycle types with a wheel size of 16 inches or larger, excluding tandems and recumbents.	This accounts for the majority of the bicycles commonly used. Rack was not designed or intended to be used with any motorized vehicle.
Lifting weight to operate the rack is less than 30 pounds.	Allows easy operation of the rack for all body types.
The carrier is able to support up to a 250 pound centrally located static load when it is deployed and the vehicle is not moving.	The design takes into account some misuse, including having someone climb onto it to gain access to a mirror or window.

Safety and Construction:

Benefit:

The carrier contacts the bicycle's tires only - no contact is made with the frame of the bicycle.	This assures the user a scratch free trip every time.
The carrier, when stowed allows the safe operation of the coach by locking in place via the latch pin in the pivot plate assembly quadrant.	Keeps bikes safe and secure while the coach is in motion and the rack in place when not in use.
Finish on mild steel parts is powder coated to resist corrosion. Stainless steel is also available and recommended for harsher climates and conditions.	Durable, time tested finish and materials that retain their good looks and protect the rack from corrosion.
All outside corners of the rack are rounded.	Rounded corners are friendly to users' legs when loading and unloading their bicycle. This also reduces wear on bus washing systems.
The carrier does not have any straps or cords to attach the bicycle.	No straps or cords to wear out during the service life of the unit, further minimizing maintenance costs.
A minimum number of parts are used on the carrier, and there are no loose parts.	Easy to maintain and simple to understand. Eliminates the risk of losing a valuable part rendering the rack unusable.
The carrier is equipped with a user activated "release latch" to deploy the carrier.	This keeps the rack stowed until the user chooses, again reducing the risk of injury.

15540 Woodinville Redmond Rd NE #A-200 • Woodinville, WA 98072 • 425-463-7000 • fax 425-488-9001 •
www.bicycleracks.com • e-mail lisaf@sportworks.com or mikew@sportworks.com