



Board of Directors Regular Meeting
Meeting Date: 4/19/2018
Agenda Item No.: 2018-April-7.

SACOG Board of Directors

Subject: Approve JUMP Bike Share Contract Amendment (Est. time: 0 minutes)

Consent

Prepared by: Sam Shelton

Approved by: James Corless

Attachments: No

1. Issue:

Should the Board approve an amendment to the agreement with JUMP (formerly known as Social Bicycles) to purchase additional equipment for the regional bike share system?

2. Recommendation:

The Transportation Committee and the Bike Share Policy Steering Committee unanimously recommends that the Board: (1) amend the JUMP contract not-to-exceed amount from \$1,130,514 to \$1,178,847 for JUMP equipment and planning efforts to support moving from a 100-hub system to a 150-hub system, based on local agency equipment requests; (2) authorize the SACOG CEO to increase the not-to-exceed amount up to 20% of the equipment cost, as an equipment purchase contingency; and (3) allow the cities flexibility to allocate funds for wave or corral racks based on PSC member direction to their local agency staff to maximize bike share parking points within available space, as determined by each local agency.

3. Background/Analysis:

This item is being presented to the Board once again as the board was unable to take action at the March meeting due to lack of a quorum. Staff received input from the board and the Policy Steering Committee which is included in the recommendation above.

JUMP will launch its electric-assist bike share program in Davis, Sacramento, and West Sacramento on May 17, 2018. JUMP will start with 300 electric-assist bikes (e-bikes) and will add an additional 600 during the summer. The 900 e-bikes will be owned and operated by JUMP, who is also the current operator of the Tower Bridge Bike Share Preview.

The bike share launch is the result of a public-private partnership between JUMP, the Sacramento Area Council of Governments (SACOG), and the cities of Davis, Sacramento, and West Sacramento. Under this unique partnership, the Sacramento region will have the

largest electric-assist bike share system in North America.

Bike share is a membership-based system that can be used for recreation, commuting, exercise, or other trips. It connects people to transit, neighborhoods, shops, restaurants, and jobs, and encourages people to be more active. JUMP's e-bikes are similar to regular bikes, but they have electric pedal assist. The e-bikes still require pedaling (the electric assist comes in a form of a "boost" that is dependent on how much the user pedals) but the electric assist makes it easier for people to travel longer distances in a shorter amount of time.

4. Discussion/Analysis:

In 2014, SACOG awarded \$3.9 million to the Sacramento Metropolitan Air Quality Management District and the cities of Davis, Sacramento, and West Sacramento to implement a bike share system in the cities. In 2015, SACOG assumed the project lead upon a request from the Air District and the cities. In 2016, the project design changed from a publicly-owned system to a public private partnership, with private ownership and operation of the system.

Since that time, SACOG has been working with the Bike Share Project Management Team (PMT), Bike Share PSC, and JUMP to design a bike share system. Based on an initial system design of the 100 hubs, in June 2017, the SACOG Board approved a contract with JUMP not to exceed \$1,130,514, for planning services and project management, and bike parking equipment.

In January 2018, both the PMT and PSC recommended a larger system of hubs, expanding the number from 100 to 150 hubs, additional planning and project management funds for the larger system, and an increase in funding for bike parking. The request to increase bike parking was based on an increase in the number of hubs, but also based on a request by the cities to purchase so-called "wave racks" in addition to the corral racks used in the Tower Bridge Preview System.

Although the corral racks are less expensive and can accommodate more bikes, the cities expressed concern that, particularly in constrained public spaces and on-street parking, the corral hubs can result in bikes protruding onto pedestrian, bicycle, and automobile rights of way.

SACOG staff has used its existing authority to order both kinds of racks. Staff has also followed direction from the PSC and the SACOG Board to allow the cities flexibility regarding the allocation of funds for wave or corral racks and to work with PSC members to review wave rack and corral rack needs with the goal of maximizing bike share parking points within available space as determined by each local agency.

SACOG still estimates needing additional funding for equipment based on estimates from Toole Design Group, who are conducting field reviews with local agency staff. Staff recommends that the Transportation Committee forward a recommendation to the SACOG Board to:

- Approve the JUMP Contract Amendment adding \$48,313 to the not-to-exceed

amount;

- Authorize the SACOG CEO to increase the not-to-exceed amount up to 20% of the equipment cost, as an equipment purchase contingency for infrastructure; and
- Allow the cities flexibility regarding the allocation of funds for wave or corral racks based on PSC member direction to their local agency staff to work with PSC members to review wave rack and corral rack needs with the goal of maximizing bike share parking points within available space as determined by each local agency.

5. Fiscal Impact/Grant Information:

SACOG has budgeted revenues to cover the recommended contract increase and the 20% contingency, if expended completely. The Regional Bike Share Pilot Project is included in the SACOG 2017-18 Overall Work Program and Budget. A majority of the project revenues come from a 2013 SACOG regional funding award of Congestion Mitigation and Air Quality (CMAQ) funds. Additional consultant expenditures will need to be adjusted in an OWP amendment, as noted in OWP Amendment #1 in August 2017.