



SACOG Board of Directors

Subject: JUMP Bikeshare Contract Amendment

Action:

Prepared by: Sam Shelton

Approved by: Matt Carpenter

Attachments: Yes

1. Issue:

Should SACOG 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:

That the Transportation Committee recommend that the Board: (1) amend the JUMP contract not-to-exceed amount from \$1,130,514 to \$1,178,827 for JUMP equipment to support the system recommended by the Bike Share Policy Steering Committee (PSC), and (2) recommend that the SACOG Board authorize the SACOG CEO to increase the not-to-exceed amount up to 20% of the equipment cost, as an equipment purchase contingency.

3. Background/Analysis:

JUMP will launch their 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 can help people get to transit stops more easily, connect to different neighborhoods, shops, restaurants, and jobs, and can help people 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:

On October 2, 2017, SACOG executed an agreement with JUMP for \$1,130,514 for planning, equipment, and installation services for a Regional Bike Share System. Since then, JUMP and Toole Design Group have completed the first phase of system planning tasks, including understanding the jurisdictions' permitting needs, development of station/hub siting guidelines, and developing a recommended system plan.

On January 12, 2018, JUMP and the Bike Share Project Management Team recommended to the Bike Share PSC that SACOG support the installation of at least 150 hubs, 50 more hubs than originally planned. The Bike Share PSC supported the staff recommendation, which would result in a net contract increase for equipment of \$48,313 (see Attachment A, JUMP Contract Cost Comparison). The PSC also asked that SACOG consider covering additional equipment for larger hubs or more hubs to accommodate public bike parking needs found during hub location field reviews.

The equipment that SACOG would purchase would be JUMP's bike parking corrals, currently in use for the Tower Bridge Bike Share System, and Wave Racks, recently deployed by JUMP in Portland and New Orleans. SACOG would also be purchasing hub sign panels that would feature user instructions, maps, and host sponsorship messaging, once identified (see attachment B, JUMP equipment).

SACOG staff recommends adding \$48,313 to the JUMP contract not to exceed amount to expand the number of system hubs from 100 to 150 and consider additional equipment for larger hubs or more hubs to accommodate public bike parking needs.

Consistent with PSC recommendation, SACOG staff also recommends authorizing the SACOG CEO to increase the not-to-exceed amount up to 20% of the equipment cost, as an equipment purchase contingency. As JUMP conducts field reviews for hub locations with staff from the cities of Sacramento, West Sacramento, and Davis, the specific style of bike rack and size of hub will be finalized. This contingency amount will help SACOG react quickly to unforeseen costs found during field reviews. 20% is a typical contingency amount used in other public transportation projects.

5. Fiscal Impact/Grant Information:

SACOG has budgeted revenues to cover the recommend contract increase and the 20% contingency, if expended completely. The Regional Bike Share Pilot Project (300-003-30), is included in the SACOG 2017-18 Overall Work Plan and Budget. A majority of the project revenues come from a 2013 SACOG Grant 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 last August.

JUMP Contract Cost Comparison

Contract Expenditures	October 2, 2017 Contract, 100 hubs	Change in Expenditures for 150 hubs
Planning Services & Project Management	\$244,258	+ \$74,699
Electric Hubs	NA	\$0 (304 spots, 38 hubs)
Wave Rack Hubs	\$0	+ \$324,000 (720 spots, 60 hubs)
Corral Hubs	\$298,800 (3600 spots, 100 hubs)	\$ (229,380) (780 spots, 52 hubs)
Map Panels	\$200,000 (100 panels)	+ \$24,000 (112 panels)
Taxes/Fees	\$39,840	+ \$8,443
Freight and Customs	\$44,000	\$0
Installation	\$125,000	\$ (78,750)
Optional Remaining Planning Tasks	\$178,616	\$ (74,699)
Total Contract Not To Exceed (NTE) Amount	\$1,130,514	+ \$ 48,313

JUMP Wave Racks



JUMP Corral Racks

Meet the Bike



JUMP Wave Rack Hub with Sign Panel



JUMP