



Regional Transit

**Sacramento Regional
Transit District**
A Public Transit Agency
and Equal Opportunity Employer

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Public Transit Since 1973

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August 22, 2011

Lacey Symons,
Bicycle & Pedestrian Coordinator
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Dear Ms. Symons:

Subject: Bicycle and Pedestrian Funding Program Application

Enclosed is an application requesting funding for 250 three-bike capacity bicycle racks to be installed on RT's bus fleet. These additional capacity bicycle racks will help promote bicycle/transit ridership in two ways: by providing additional bicycle storage for RT's current users; and as a symbol to potential bicycle riders that we encourage bicycle use as part of their transit trip.

These bicycle racks are in keeping with the community's desire to promote clean and efficient alternative modes of transportation.

This application is being submitted with the expectation that there will be a separate allocation of federal funding for the bicycle and pedestrian projects.

Thank you for your consideration of this grant request.

Very Truly Yours;

Michael R. Wiley
General Manager/CEO

ENC

P. PROJECT APPLICATION

Project Title	Bicycle Racks for Buses
SACOG ID number (if available)	N/A
PPNO and/or EA number (if applicable) Federal ID number (if applicable)	N/A
Responsible Project Manager/Contact Name: Position: Address: Phone: E-mail:	Mark Lonergan Chief Operating Officer 1400 29 th Street, Sacramento, CA 95812-2110 (916)-556-0450 mlonergan@sacrt.com
Co-sponsor/Partner Agencies	None
Project Location (Also attach a map)	N/A
Project Scope/ Description (250 word limit)	Purchase 250, three-bike capacity bicycle racks for 236 Buses.
Project Schedule (estimated month and year): 1. Start environmental/preliminary engineering 2. Final ED approved - Start engineering/design 3. Start R/W acquisition & utilities 4. Complete plans, R/W, & permits – Ready to advertise for construction/procurement	1. N/A 2. N/A 3. N/A 4. Ready for advertisement February 15, 2012.
Total Project Cost (Part Q)	\$375,000
Total Funding Request	\$331,988 (88.53% of project cost)
Funding committed from other sources 1. Environmental/preliminary engineering 2. Engineering/design 3. R/W acquisition & utilities 4. <u>Construction/procurement</u> TOTAL Describe any other potential funding sources	1. N/A 2. N/A 3. N/A 4. Procurement: \$43,012 (11.47% of project cost) Funding source: STA
Can you build a usable partial stage of this project? If so, describe scope and cost.	SRTD will purchase and install as many new bike racks as funding allows.

<p>Have you identified any significant and reasonably likely risks to the project? Describe: (150 words maximum total)</p> <ul style="list-style-type: none"> ▪ Risks that would change scope ▪ Risks that would change schedule ▪ Risks that would change cost 	None
<p>Project Study Report or equivalent completion date (if PSR completed, attach electronic file to CD of application packet)</p>	N/A
<p>Environmental Justice: Include your brief response to the following: What kind of outreach to the community and to other stakeholders do you plan to undertake? Will low-income or minority members of the community be given an opportunity to fully participate in this outreach? Evaluate the benefits and burdens of this project with regard to low income and minority members of the community. (150 word limit)</p>	<p>SRTD offers a service that provides transportation for all members of the community including those without cars and who are dependent upon either walking or cycling. This include low-income and minority members of the community.</p> <p>Cycling is an economical method of transportation but can be restrictive due to the distances of travel required to go to places of employment, health care or commerce. Many low-income members of our communities depend on the extensiveness and usefulness of our transit services and cycling infrastructure. Bike commuters should not be restricted to those living close to places of employment and required services. The bike racks on SRTD buses allows cyclists to travel longer distances.</p> <p>Increasing the bike storage capacity on-board SRTD buses opens the opportunity for more people to bike and ride as needed.</p> <p>Community outreach: Although no community outreach is required prior to procurement of the bike racks, the community will be informed on the increase in bike storage capacity by notification on SRTD's website, in SRTD's bicycle brochure and passenger newsletter, and issuing a press release.</p>
<p>TE Eligible Projects: Will you be working with a community conservation corps or the California Conservation Corps (yes/no)? Please explain (50 word limit).</p>	No – not TE eligible.

Q. COST AND SCHEDULE SUMMARY

Project Name Bicycle Racks for Buses

SACOG ID (if available)

	Phase	Cost Estimate	Amount Requested	Month/Year Funding Requested	For SACOG Use Only	For SACOG Use Only
NON-CAPITAL	Planning Studies	N/A	N/A	N/A		
	Non-capital Staff Activities	N/A	N/A	N/A		
	Non-capital Materials (maps, brochures, racks, printing, etc.)	N/A	N/A	N/A		
	Miscellaneous	N/A	N/A	N/A		
CAPITAL	Feasibility Studies	\$0	\$0	N/A		
	Environmental	\$0	\$0	N/A		
	Engineering/Design	\$0	\$0	N/A		
	Right-of-Way	\$0	\$0	N/A		
	Construction and Construction Management	\$375,000	\$331,988	January 2012		
	TOTAL	\$375,000	\$331,988			

S. BICYCLE AND PEDESTRIAN PROGRAM SPECIFIC QUESTIONS

Project Screening for Capital Projects

Please respond yes/no (if no, please explain):

1. Is this project included in the Regional Bicycle, Pedestrian, & Trails Master Plan as a planned project?

No. Although Sacramento Regional Transit District (SRTD) communicated with SACOG about the project being included in the Regional Bicycle, Pedestrian & Trails Master Plan, the project was inadvertently omitted from the list of projects SRTD submitted for the Master Plan update. This project should have been included and SRTD will have the project added to the plan as soon as allowed by SACOG.

2. Is this project ready for inclusion into the *Metropolitan Transportation Improvement Program*, with project scope and cost?

Yes.

Capital Project Performance Outcomes

Please describe how the project supports one or more of the performance outcomes for the programming round. (Half page per item, maximum)

1. Eliminates barriers

Combining biking and transit allows bicyclists to make longer trips and to reach destinations that would otherwise be inaccessible because of barriers that include bikeway route accessibility affected by both distance and safety issues. By providing three position bike racks a more bike friendly transit system is created encouraging use by bicyclists. Although part of SRTD's fleet has two position bike racks, SRTD wants to maximize service availability to bicyclists with the three position racks while standardizing the Bus fleet which will encourage the use of bicycles.

2. Closes gaps

The addition of three position racks will increase SRTD's capacity to transport bicyclists. This will then increase bicyclist's ability to access opportunity areas such as retail, employment, health and educational facilities.

3. Connects to/within activity centers

Providing more bike storage capacity on the buses allows more people to bike and ride transit and supports the economy by improving access to activity centers, such as retail, employment and educational facilities, by transit and cycling. Improving bicycle access provides a fully accessible transit system that maximizes passenger convenience increasing the mode share for transit as well as bicycling within the communities.

4. Increases the number of bicycle and walking trips (reduces Vehicles Miles Traveled)

Accommodating cyclists attracts new transit customers and dramatically increases the transit catchment area. A common transit assumption is that most people will not walk more than about five minutes, or around ¼ of a mile, to a bus stop. In that same five minutes, a bicyclist can bike one mile. A one-mile radius circle is 16 times the size of a quarter-mile radius circle, thus potentially capturing 16 times as many transit customers for each bus stop.

5. Improves safety/security for bicyclists and pedestrians

The community benefits from added mobility options such as more bike racks on buses. The racks allow for more bicyclists which decreases auto traffic which then contributes to safer streets and an improved environment. Bicyclists who arrive at bus stops via bicycle rather than auto consume less energy and ultimately create less air pollution, greenhouse gas emissions and traffic congestion. Bicyclists also reduce the amount of auto service on roads near bus stops creating a safer environment for all transit riders. The addition of the three position racks increases the safety/security of bicyclists by allowing more bicyclists to avoid riding in areas prone to car vs. bicycle accidents.

Selection Considerations

1. Goals

Please briefly describe how the project supports additional capital or non-capital goals, and how well. Please refer to Part F. (Half page per goal, maximum)

Increased bike storage capacity makes public transportation more attractive to bicyclist which, in turn, helps to eliminate gaps in existing planned or proposed inter-community routes, and provides better access across barriers such as arterial roads, highways, freeways, rivers, canals, creeks, and railroads. In addition, greater bike storage capacity will increase the frequency of using regional and local public transit systems.

2. Project Benefit Estimate

Please provide a quantitative and/or qualitative benefit analysis.

a. *Quantifiable Benefits Methodology*

Estimate of Existing Usage = x (Can be zero)
Estimate of Increase in Usage = y (Can be zero)
Length of Project (miles) = a
Quantifiable Benefits = (x (a/10 mph) (\$5/hr)) + (y(a/10 mph) (\$10/hr))
= \$ benefits

This bicycle rack project is not measureable by miles. Currently SRTD has record of 960 bicycles loaded per day. The addition of a third position in the rack should increase bicycle loading by 50% or 480 bicycles at a minimum. This estimate is based on the increased capacity from existing racks and racks being added to buses that currently do not have bicycle racks.

b. Qualitative Benefits Methodology

In one or two paragraphs, please describe benefits to the project that are not measured by the dollar figure above. Qualitative benefits can be measured using various factors. Factors to discuss, as applicable, include: accident reduction, existing and projected usage/ridership/productivity, increase or decrease in ADT, life cycle cost reduction, VMT decrease, pavement quality index, congestion relief (idle reduction, stop and go reduction, and travel time decrease), reduced operating or maintenance costs, etc.

For safety projects, other methods of demonstrating benefits can be found at:

<http://safety.fhwa.dot.gov/hsip/resources/fhwasa09029/sec4.cfm>

or

http://onlinemanuals.txdot.gov/txdotmanuals/hsi/using_the_safety_improvement_index.htm

The community benefits from added mobility options such as more bike racks on the buses. Less auto traffic contributes to safer streets, and quieter and more pleasant environments. Cyclists who arrive at the bus stop via bicycle consume less energy and ultimately create less air pollution, greenhouse gas emissions and traffic congestion. In addition, trips by bike reduce local traffic congestion, thus increasing levels of service on roads near bus stops.

Accommodating cyclists attracts new transit customers and dramatically increases the transit catchment area. A common transit assumption is that most people will not walk more than about five minutes, or around 1/4 of a mile, to a bus stop. In that same five minutes, a bicyclist can bike one mile. A one-mile radius circle is 16 times the size of a quarter-mile radius circle, thus potentially capturing 16 times as many transit customers for each bus stop.

3. Commitment to Project

Please briefly describe your agency's commitment to implement the project. Examples may include governing body approval, approved plan, engineering drawings completed, NEPA/CEQA completion, etc. (Half page maximum)

Increased bicycle capacity supports SRTD's Transit Action Plan objectives by providing a fully accessible transit system that maximizes passenger convenience and encourages broader use by improving bicycle access, increasing the mode share for transit as well as bicycling within the communities, and supporting the economy by improving access to activity areas (such as retail, employment and educational facilities) by transit and cycling.

Other Considerations

Below are other considerations that will be used to make funding recommendations to the Board. If other considerations relevant to the project are not already addressed earlier in the application, please briefly provide appropriate information. (One page maximum)

- Agency's historical performance in delivering federal aid projects (i.e. following federal rules, STIP guidelines, delivery timeliness, etc.).

SRTD has a long history of successfully implementing FTA funded projects in accordance with grant applications, Master Agreements, and all applicable laws and regulations, using sound management practices.

- Projects are not serving primarily recreational trips or equestrians, and are not part of developer-funded basic good practices (see footnote 1).

Additional access to public transportation by providing additional bike storage capacity benefits the entire community not just for recreational trips, and are not part of developer-funded basic good practices.

- Capital projects that support Blueprint implementation will be given priority over non-capital projects and programs, although up to 10 percent of the funding in a round may be used for non-capital projects.

The project promotes the Blueprint principles by meeting the following Blueprint objectives:

- Transportation Choices – Providing more bike storage capacity on the buses allows more people to bike and ride transit.
- Use Existing Assets – This project will make renovations on SRTD's existing bus fleet and the equipment bought can be reused on new buses as old buses retire.
- Preserve Natural Resources – Providing more bike capacity on the buses encourages the use of bicycles and can increase the mode share for both transit and cycling, which will result in improved air quality.

RIDESHARING AND PEDESTRIAN FACILITIES

County:

Federal Number:

Approval Date:

Caltrans DIST-EA:

Short Description: Additional Capacity on Bus Bike Racks

Project Scope: Install 250 3-bike capacity bike racks on buses to replace 2-bike capacity bike racks.

Project Sponsor: Sacramento Regional Transit District **Private Agency:** No

CMAQ Funding:	\$331,988	
Local Match:	\$43,012	
Capital Recovery Factor:	0.12	
Project Analysis Period:	10	years
Auto Trips Eliminated (T):	3,360	trips (one-way) per week
Length of auto trips eliminated (L):	16.00	miles in one direction of trip
Weeks of operation per year (W):	50	weeks
Adjustment (A) for auto access trips to transit, vanpools and carpools:	0.70	adjustment factor
Annual Auto Trips Reduced:	117,600	annual trips
Annual Auto VMT Reduced:	2,688,000	annual miles

<i>EMISSION FACTORS:</i>	Auto Trip End Factors	Auto VMT Factors
	ROG : 0.644 <i>grams per trip</i>	0.231 <i>grams per mile</i>
	NO_x : 0.368	0.263
	PM10 : 0.009	0.221

<i>EMISSION REDUCTIONS:</i>	Pounds per Year	Kilograms per Day
	ROG: 1,534	2
	NO_x: 1,652	2
	PM10: 1,311	2
	Total: 4,498	6

COST-EFFECTIVENESS OF:

CMAQ Funds:	\$8.65 per pound	\$17,306 per ton
All Funding Sources:	\$9.77 per pound	\$19,548 per ton