

County of Santa Cruz 0257

DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060
(831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123

THOMAS L. BOLICH
DIRECTOR OF PUBLIC WORKS

AGENDA: DECEMBER 5, 2000

November 27, 2000

SANTA CRUZ COUNTY BOARD OF SUPERVISORS

701 Ocean Street
Santa Cruz, California 95060

SUBJECT: ELECTRIC BIKE COMMUTER INCENTIVE PROGRAM

Members of the Board:

The Department of Public Works is pleased to announce that the Monterey Bay Unified Air Pollution Control District (MBUAPCD) notified the County that \$130,000 was awarded for the Electric Bike Commuter Incentive Program in August this year. The MBUAPCD administers the AB 2766 Motor Vehicle Emission Reduction Grant Program. This program provides funds for projects which reduce air pollution from motor vehicles and related planning, monitoring, enforcement, and technical studies to implement the California Clean Air Act. On May 23, 2000, your Board adopted a resolution approving the submission of applications from the General Services Department and the Department of Public Works to the MBUAPCD for the program.

One of those applications was for the Electric Bike Commuter Incentive Program with the Department of Public Works as the sponsor and Ecology Action of Santa Cruz as the lead agency. The Electric Bike Commuter Incentive Program initially started in August 2000 when it received preliminary funding from the Santa Cruz County Regional Transportation Commission and its purpose is to provide safety training courses for individuals (16 years and older) who are interested in purchasing an electric bike. The people attending the training sessions are provided with a coupon to receive \$145 to \$300 off the purchase price of the electric bike, which has already been negotiated with two local vendors. To date, over 100 people have received training, and more than 50 people have purchased electric bikes. The program is ongoing and it is available to residents in all parts of Santa Cruz county. The program is expected to last at least three years, with a provision to extend the program for an additional three years based upon the success of the program and future funding commitments.


If an electric bike is purchased, the program provides a comprehensive one-year warranty and technical support. All of this is provided free of charge to the individual with the agreement that Ecology Action of Santa Cruz can conduct a survey of the transportation habits regarding the use of the electric bike for a period of three years. These surveys will help determine who purchases the bikes and in what traffic corridors the bikes are being used. The target audience for the program is motorists within heavily congested commute corridors. The goal is to provide alternative transportation with the proper safety training to these motorists, as well as a monetary incentive.

Ecology Action is to be applauded for initiating and implementing this innovative program. They have developed the program based upon input from the City of Palm Springs and the Sacramento County Municipal Air Quality Control Board. The Department of Public Works fully supports this program and is proud to sponsor this worthwhile endeavor.

In order to accept the MBUAPCD grant, an authorized representative of the County must sign the agreement with MBUAPCD. In addition, a contractual agreement between the County of Santa Cruz and Ecology Action must be initiated and signed by an authorized representative of the County.

It is therefore recommended that the Board of Supervisors authorize the Director of Public Works to sign the attached Contractual Agreement between Ecology Action and the County of Santa Cruz for use of the AB2766 grant funding.

Yours truly,

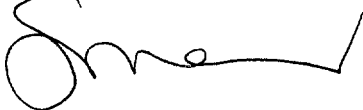


THOMAS L. BOLICH
Director of Public Works

JRS:mg

Attachment

RECOMMENDED FOR APPROVAL:



County Administrative Officer

copy to: Public Works
Virginia Johnson, Ecology Action



THOMAS L. BOLICH
DIRECTOR OF PUBLIC WORKS

County of Santa Cruz

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DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 950604070
(831) 4543160 FAX (831) 454-2385 TDD (831) 454-2123

ELECTRIC BIKE COMMUTER INCENTIVE PROGRAM

Contractual Agreement between
Ecology Action and the County of Santa Cruz
for use of the A132766 Grant Funding

Ecology Action agrees to conform with the terms and conditions of the attached August 31, 2000, Grant Acceptance Agreement between the Monterey Bay Unified Air Pollution Control District and the County of Santa Cruz regarding the Electric Bike Commuter Incentive Program.

THOMAS L. BOLICH - DATE
Director of Public Works
County of Santa Cruz

VIRGINIA JOHNSON - DATE
Executive Director
Ecology Action

Approved as to form: _____
Chief Assistant County Counsel - Date



MONTEREY BAY

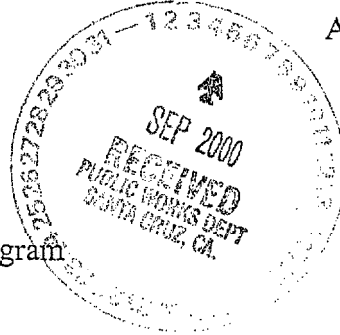
Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

0260

AIR POLLUTION CONTROL OFFICER
Douglas Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

August 30, 2000



John Presleigh
County of Santa Cruz - Traffic Engineer
701 Ocean St., room 410
SANTA CRUZ, CA 95060-4070

Re: 01-06 Electric Bike Commuter Incentive Program

Dear Mr. Presleigh:

On August 16, 2000, your agency was awarded an AB2766 grant of \$130,000 for the subject project. This grant was made directly to your agency as the project sponsor. This means that all administration of the grant funded project and disbursement of AB2766 grant funding will be through your agency.

To accept the grant, an authorized representative of your Agency must sign an agreement with the District. Enclosed are two copies of a proposed draft acceptance agreement for this project. This draft was prepared by District staff using information in your final application plus any conditions recommended by staff to the District Board for your grant. Since conditions may have changed, you should review this draft carefully and call Dave Fairchild of Air District staff if you wish to make any changes.

Please note that any other funds necessary to implement the project must be secured and that no reimbursable expenditures may be requested prior to the date of signature by both parties to this agreement. If you find that this proposed agreement is acceptable:

- Initial each page of the enclosed grant agreement on the pages indicated;
- Complete the draft as described in the included instructions;
- Sign the final agreement and the conflict of interest statement, and
- Mail back an original to the above address no later than February 28, 2001.

On behalf of the Air District I thank you for sponsoring, developing and implementing this important project in cooperation with District staff.

Sincerely,

Doug Quetin
Air Pollution Control Officer

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County

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King City

Tony Gualtieri
City of Capitola

CONTENTS
FY 2000-01 AB2766 Motor Vehicle Emissions Reduction Program
Grant Acceptance Agreement

The following items constitute this grant acceptance agreement.

1. **Grant Acceptance Agreement** - Five pages. Initial each page and si gn.
- 2.. **Attachment 1: Project Description** - Two pages. Grantee to provide current description and initial each page.
3. **Attachment 1A: Project Narrative** - One or more pages. Grantee to provide current description, and initial each page.
4. **Attachment 2: Special Grant Conditions** - One or more pages. District conditions for this grant. Grantee initials each page.
5. **Attachment 3: Conflict of Interest Certification** - One page. Initial and si gn this page.
6. **Attachment 4: Instructions for Completing Grant Acceptance Agreement, Reimbursement Requests, and Reports** - Four pages. Instructions to Grantee for preparing the final grant agreement, invoices and reports.

FY 2000-01 AB2766 Motor Vehicle Emissions Reduction Program

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Grant Acceptance Agreement

**Between The
Monterey Bay Unified Air Pollution Control District
and
County of Santa Cruz**

The Monterey Bay Unified Air Pollution Control District (hereafter referred to as "The District") hereby grants an amount not to exceed \$130,000 to the County of Santa Cruz (a sponsoring public agency, hereinafter referred to as "Grantee") to implement the following project:

Number: 01-06

Project Title : Electric Bike Commuter Incentive Program

I. General Agreements

This agreement includes Attachments 1, 1A, 2, 3 and 4.

A. Grantee hereby agrees to:

1. Assume responsibility to implement and complete the entire sponsored project as outlined and in accordance with the schedule in Attachment 1 & 1A. Any changes to the project scope or schedule from that described herein must be requested in writing to the Control Officer (APCO) and accepted by the District Board prior to Grantee incurring reimbursable expenses caused by such changes;
2. Comply with all applicable District, federal, state and local laws and regulations and obtain all permits, approvals or clearances required to implement the sponsored project including District permits as needed;
3. Collect travel activity data and submit all reports as described in this agreement;
4. Request the District for reimbursement of project costs with AB2766 grant funds, in the manner described in this agreement, for all expenses eligible for reimbursement under this agreement;
5. Collect data, keep records and submit supporting documentation in a manner and form satisfactory to District staff;
6. As Sponsor Agency, Grantee perform all requests for reimbursement and accept all grant funds from the District for the purposes of this agreement in accordance with the terms of this agreement.

B. The District hereby agrees to :

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1. Promptly respond to questions regarding this agreement;
2. Reimburse approved requests for reimbursement of project expenditures, submitted in accordance with this agreement, within 30 calendar days of District approval.

II. Requests for Reimbursement

1. Grantee will deliver requests to the District, attention: Accounting Division, for reimbursement of expenditures under this agreement no more frequently than once every three months unless otherwise agreed in Attachment 2.
2. Requests for reimbursement submitted by Grantee constitute certification by Grantee that all costs were incurred for the purposes stated in the request.
3. Grantee will submit supporting documentation for all reimbursements in a manner and form satisfactory to District staff.

III. Annual Report

1. Annual reports, or if the project is completed within one year, a final report will be delivered by Grantee to the District covering the period ending June 30 of each year beginning June 30, 2001, until project completion.
2. Annual and final reports will be delivered in the format shown in Attachment 4.

IV. Project Completion

1. Time is of the essence for this agreement. Grantee must sign a grant acceptance agreement by February 28, 2001. The grant agreement will expire two years from signature by both parties to the grant agreement, unless an extension is approved by the District Board.
2. Extensions of grant agreements require Grantee demonstration, satisfactory to District staff, that delay was not due to acts or omissions by Grantee. Extensions of project end dates require that Grantee demonstrate reasonable progress, satisfactory to the District, by June 30, 2002. The following schedule is hereby agreed for the grant funded project:
 - Project Start Date: The date of APCO signature of this agreement.
 - Project End date: Two years after start date.
 - Project Completion Date: The earlier of end date or final reimbursement request date.
3. Final reimbursement requests must be accompanied by a final report.
4. Prior to reimbursement by the District of the last ten (10) percent of AB2766 grant, the following conditions will be met by Grantee:

- Grantee will conduct a final project review with a District representative.
- Grantee will submit a final report, covering the period from start date to project completion, satisfactory to the District.
- A final report will be submitted within 60 days of project completion or end date, whichever comes first.
- The emissions reducing activity which qualified this project for an AT32766 grant award will be present at the time of the final report.

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V. Correspondence

Correspondence or notices required by this agreement shall be sent via first class mail to the addressees shown below:

District:

Doug Quetin
Air Pollution Control Officer

Attention: Dave Fairchild
MBUAPCD
24580 Silver Cloud Court
Monterey, CA 93940
Tel (831) 647-9411;
Fax (831) 647-8501
dfair@MBUAPCD.ORG

Grantee:

Program or Project Manager

Tel: _____

Fax: _____

E-mail: _____

Request for Reimbursement

Tel: _____

Fax: _____

E-mail: _____

VI. Assignment and Delegation

1. This agreement, or any benefits flowing from this agreement, may not be assigned by the Grantee except as provided in Attachment 2;
2. Grantee may not delegate any duties or obligations under this agreement except as provided in Attachment 2;

VII. Severability

If any clause or term of this agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the agreement shall remain in full force and effect.

VIII. Entire Agreement

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This agreement and Attachments 1, 1 A, 2, 3 and 4 contain the entire agreement and all rights and obligations of the parties;

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2. Amendments to this agreement may be proposed in writing by either party and signed and dated by the other party to be effective. Oral representations by either party or their representatives have no force or effect.

IX. Termination

A. For Cause

1. Breach of any term of this agreement by Grantee shall be a breach of the entire agreement. This agreement can be terminated without prior notice by the APCO should Grantee act to effect or fail to prevent any of the following events without prior approval by the APCO:
 - Breach, or failure to abide by any term or condition of the agreement by Grantee;
 - Assignment of any benefits of this agreement to a third party except as provided in Attachment 2;
 - Delegation of any duties due under this agreement to a third party except as provided in Attachment 2;
 - Bankruptcy or dissolution of the Grantee;
 - Failure by Grantee to perform duties and responsibilities due in a timely, professional or competent manner;
 - Failure by Grantee to make reasonable progress toward implementing this agreement.
2. The APCO will transmit a notice of termination and end date to Grantee within three working days after termination for cause.

B. Without Cause

This agreement may be terminated without cause by the District Board with a 30 day prior written notice of termination and end date to Grantee.

C. Stop Work

Upon receipt of an APCO notice to stop work or a 30 day notice of termination, Grantee will immediately stop work on all activities for which grant funding was reimbursable under this agreement. The written notice may enable incurring reimbursable expenditures through a new end date, for purposes including:

- Continued activity needed to safeguard air quality emissions reductions reliant on grant funding as determined by the APCO;
- Continued other work necessary to terminate grant funded activities in an orderly fashion, as determined by the APCO.

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XI. Acceptance

The undersigned authorized representatives of the parties do hereby accept and agree to abide by all terms and conditions of this agreement.

For the Grantee:

For the District:

Signature

Signature

Name

Doug Quetin
Air Pollution Control Officer

Title

Date

Date

Approved as to form:

David Schott, Attorney at Law

Date

ATTACHMENT 1 - PROJECT DESCRIPTION
FY 2000-01 AB2766 Motor Vehicle Emissions Reduction Program

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A. Grantee: County of Santa Cruz. Grantee is a sponsoring public agency, and may not be a private corporation, person or entity.

B. Project: 01- 06 Electric Bike Commuter Incentive Program

C. Budget: Total Project Amount: \$553,000
00-01 AB2766 Grant: \$130,000

D. Project End Date: 6/31/02.

E. Activity Budget:

NOTE: Describe each AB2766 Grant Funded project activity: Add others if needed.

Activity 1: Phase 2: Full Program Implementation, EValute Phase 2

Activity 2: Phase 3: Maintain the program and implement secondary

Activity 3: level of refinement

Activity 4: _____

Table F. AB2766 Grant Funding

NOTE: Report *only* this agreement's AB2766 grant funding in table F. Period totals must equal grant amount.

Specify period used: Quarter: ____ Semester: ____ Year: xxx

	1st Period	2nd Period	3rd Period	4th Period
Activity #	Ends <u>6/01</u>	Ends <u>6/02</u>	Ends ____	Ends 6/30/____
1. <u>Phase 2</u>	\$ <u>65,000</u>	\$ _____	\$ _____	\$ _____
2. <u>Phase 3</u>	\$ _____	\$ <u>65,000</u>	\$ _____	\$ _____
3. _____	\$ _____	\$ _____	\$ _____	\$ _____
4. _____	\$ _____	\$ _____	\$ _____	\$ _____
Total	\$ <u>65,000</u>	\$ <u>65,000</u>	\$ _____	\$ _____

G. Total Project Budget:

NOTE: Show all funding for grant administration under Other Secured Funds. Secured funds are guaranteed to be secured for this project by the date agreement signed by Grantee. Grant total plus other secured funds total must equal Table G project total.

	<u>AB2766</u> <u>GRANT</u>	<u>OTHER</u> <u>Secured Funds</u>	<u>Project</u> <u>TOTAL</u>
Equipment *	\$ <u>97,240</u>	\$ <u>274,760</u>	\$ <u>372,000</u>
Other capital	\$ _____	\$ _____	\$ _____
Personnel	\$ <u>32,760</u>	\$ <u>56,550</u>	\$ <u>89,310</u>
Other operating	\$ _____	\$ <u>58,000</u>	\$ <u>58,000</u>
Grant Administration	\$ <u>0 - See Note</u>	\$ <u>33,690</u>	\$ <u>33,690</u>
Total	\$ <u>130,000</u>	\$ <u>423,000</u>	\$ <u>553,000</u>

*Equipment subsidies
not direct purchases

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H. Sources of Other Secured Funding :

NOTE: Total must equal the total for Other Secured Funds in Table G.

Date of this report: 9/22/00

<u>Sources of Other Secured Funding</u>	<u>Amount</u>	<u>Notes</u>
1. <u>Santa Cruz County Regional</u>	<u>\$ 403,000</u>	
2. <u>Transportation Commission</u>	<u>\$</u>	
3. <u>In-Kind Promotion services</u>	<u>\$ 20,000</u>	
4. _____	<u>\$</u>	
5. _____	<u>\$</u>	
6. _____	<u>\$</u>	
Total	<u>\$ 423,000</u>	

I. Monitoring Program:

NOTE: Grantee will collect and report the following travel activity data measurements to the District, at the frequencies shown. Other conditions for collecting or reporting these data may be listed in Attachment 2.

- Data Collection Method: Odometers installed on all subsidized bikes, with miles traveled recorded at warranty service and repair by bike shops, plus before/ after surveys of bike owners. Surveys will be taken of all bike owners before, six and twelve months after bike purchase. Odometer readings will be recorded at least twice annually.
- | <u>Unit of measure</u> | <u>Frequency</u> |
|--|---|
| 1. Odometer miles travelled on elec. bikes | Service/Repair records, report annually |
| 2. Number of trips made | Surveys, report annually |
| 3. Commute distance/ mode / frequency, prior | Before/ after surveys, report annually |
| 4. Street Address: residence/ workplace | Before survey, report annually. (Dot map) |

J. Emissions and Cost Effectiveness Calculations:

NOTE: The following data are based on final project application. Cost effectiveness is the amount of this grant award plus any prior AB2766 grants awarded to this project, divided by total tons of emissions reduced over the project's useful life.

Useful Life of Project: 5 Years

Total Tons of Emissions reduced over Useful Life: 13.6 Tons of NOx, ROG and PM., emissions reduced.

Cost Effectiveness of AB2766 Award including prior: \$9,538

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Grant Acceptance Agreement
Project NO 01-06

August 31, 2000

Grantee Initials:

c 1

This concludes Attachment 1

ATTACHMENT 1A - PROJECT NARRATIVE
FY 2000-01 AB2766 Motor Vehicle Emissions Reduction Program
See instructions in Attachment 4

Project: 01-06 Electric Bike Commuter Incentive Program
Grantee Agency: County of Santa Cruz - PW

Grantee to add narrative here. See Att. 4 instructions.

ATTACHMENT 1A - PROJECT NARRATIVE
FY 2000-2001 AB 2766 Motor Vehicle, Emission Reduction Grant Program

Project Title The Santa Cruz County Electric Bike Commuter Incentive Program
Grantee Agency County of Santa Cruz

Project Concept Scope

The purpose of the Santa Cruz County Electric Bike Commuter Incentive Program is to encourage the regular use of cost effective, appropriate electric transportation technology to reduce single occupancy auto trips, traffic congestion, neighborhood traffic volumes and speeds, parking demand and air pollution. Although the program will be offered to all residents of Santa Cruz County, key commute corridors and specific audiences within the County will be targeted to relieve traffic congestion during peak travel times. The program is intended to represent a creative collaborative effort among local government agencies, community based organizations and businesses. By combining attractive financial incentives, infrastructure support, promotion and education to encourage regular electric bike commuting, the program has been designed to be a model, with the intent of offering the fully developed format to other communities facing similar congestion issues.

Statement of Need and Primary Target Audience

Santa Cruz County residents are encountering increased traffic congestion, as evidenced by longer commute times and increased neighborhood traffic volumes and speeds. According to national studies conducted by the transportation industry, 80% of all trips are less than 10 miles, and 50% of urban trips last less than 10 minutes. In Santa Cruz County, similar statistics have been documented through various commute surveys. In addition to creating significant traffic congestion, these "short commutes" result in a colder running gasoline or diesel motor that is less efficient and generates maximum pollutants. The electric bicycle addresses the problems of costly and scarce parking, mobility difficulties during peak commute times in urban areas, air and noise pollution, and affordability of personal transportation.

Santa Cruz County combines several elements that make the community ideal for deploying a successful electric bicycle commuter incentive program. Key commute corridors are in an urban setting, a good percentage of the terrain is hilly, and the region enjoys fair weather nine or more months of the year. Local government agencies and the SCCRTC have ensured a strong network of bike paths, lanes and storage, and their future commitment to further develop infrastructure for bike commuters over the next fifteen years.

The primary audience to be targeted for participation in the program are residents of the County who currently use a single occupied auto for short commutes in key commute corridors with heavy traffic congestion. In the Santa Cruz County Employee Commute Survey conducted in the Spring of 1995, nearly 30% of the respondents who were driving

alone to work or school indicated that they were willing to use a bicycle to commute, if the option were conveniently available.

Recent research conducted by a Silicon Valley marketing analyst has predicted that automobile manufacturers will soon be selling cars, vans, pickups, SUVs and RVs “bundled” with electric bikes. The package will be sold as a bi-modal solution to traffic congestion problems which will allow a driver to park on the outskirts of the city and then bike more quickly and cheaply into the heart of the city. Although the U.S. is three years behind Europe and Eastern markets in embracing the electric bike, it is clear from all recent market indicators that acceptance of the “e-bike” is gaining momentum with Americans.

Many residents of the County already choose to ride a bike as an alternate mode of transportation on a regular basis. Why are there not more bike commuters in Santa Cruz? Recent survey data taken from two electric bike demonstration projects in California confirm consumer research conducted for the automobile industry. There are three basic areas of concern that deter people from commuting on a bike: (1) personal physical limitations; (2) safety and training; and (3) cost factors.

(1) Personal physical limitations are a disincentive to bike commuting. Residents who must pump a bike up a hill are too uncomfortable to continue their day without a shower, or have a disability that preempts the use of a regular bike, are less likely to bike commute. Additionally, most people assume that commuting on a bike takes more time than using a car, which for short commutes is not true.

(2) Safety and training issues are often an obstacle to bike commuting. New bike commuters need to know how to ride safely and confidently in busy urban traffic. For a resident who has not ridden a bike for a long period of time on congested urban roadways, the different skills that are required to negotiate traffic on a bike versus a car may present an obstacle. According to survey data from the Palm Springs demonstration project, interacting with cars and trucks was a significant problem. New bike commuters need to understand the existing laws, their rights and responsibilities, know the bike lane routes and know how to access community safety training and support programs. Moreover, basic safety equipment on the bike and a helmet are essential elements.

Additionally, infrastructure limitations affect the safety factor for potential bike commuters. If bike lanes and paths are not provided throughout the main commute corridors and the connecting streets, the concerns about safety increase.

(3) Cost factors -- Modern bicycles and appropriate accessories are expensive, placing a financial burden on many prospective bike commuters, especially lower income workers and students. A “buyer assistance” program would alleviate this obstacle to a large degree if creative elements were to be combined, (i.e., wholesale pricing combined with an instant rebate and flexible

payment plans). Also, it is a disincentive to buy good equipment if there are not enough safe storage facilities protected from the elements. Increasing the number of storage facilities and placing them at key spots throughout SC County would alleviate this concern.

The SCC Electric Bike Commuter Incentive Program will address all of the issues in (1), (2) and (3).

Participation Process for Santa Cruz County Residents:

(1) A short application will be filled out to determine contact information and permanent residency, and to collect baseline survey data on commute habits and the intended use of the electric vehicle. The goal is to have the vehicle used for commuting that would otherwise occur in a single occupied vehicle. Applicants will be able to mail in the application to Ecology Action. EA staff will review to make sure all information is accurate and complete. Each applicant will be contacted and scheduled for a program orientation and bike safety class, both at the same time and location.

(2) At the program orientation, applicants will be expected to provide proper photo ID to determine permanent residency and to receive an orientation packet about the program. The orientation session will be done in 30 minutes, immediately followed by a road safety class lasting roughly two hours. There will be a place on the resident's application for the orientation and training staff to "sign-off" that the applicant completed both sessions.

(3) If the applicant does not have a helmet or lock, he/she will be required to purchase both before going to buy a bike. Discount coupons will be provided in the orientation packet for this purpose.

(4) The resident brings their "approved" application with original signatures to an authorized vendor, picks out an e-vehicle, and receives equipment and battery maintenance training. The price the resident pays is the wholesale price offered by the vendor minus the "buyer incentive" subsidy plus sales tax. There will be a place on the application document for the vendor to write the date of purchase, model, price, additional equipment, etc.

(5) Vendors will send the application document with all original signatures to EA to confirm each purchase. After phoning the resident to confirm delivery of the vehicle, EA will pay the "subsidy" directly to the vendor within 30 days.

(6) In addition to the baseline survey data, follow-up will include:

- 6 month, 12 month & annual surveys for five years for residents;

- all subsidized bikes will have an odometer which will be read by service technicians at authorized service locations twice annually while performing a tune-up on the bike; this information will be compared to the survey data to compile more accurate results;

- all follow-up surveys will re-confirm the residents' current home address and place of work or education to ensure that the electric vehicles are being used within SC County.
- quarterly reports from each vendor throughout the course of the grant-- this will be a simple spreadsheet report on purchase and equipment service activities during the quarter;
- quarterly reports from the safety trainers throughout the course of the grant.
- an annual evaluation report written with the above info.

Budget

With the assistance of the staff of the Santa Cruz County Regional Transportation Commission and the County of Santa Cruz Public Works Department, two funding sources have been secured thus far:

- The SCCRTC has supported the program development with a \$23,000 grant; and
- A Congestion Mitigation Air Quality grant sponsored by the SCCRTC was recently approved for \$380,000.

With an AB 2766 grant, the SCC Electric Bike Commuter Incentive Program will make a significant impact on traffic congestion and preventing air pollution in our community. Specifically, The requested AB 2766 grant funds will be used as follows:

- 75% of the AB 2766 grant will be used to:
 - (1) offer a financial incentive in the form of a “subsidy/rebate” to SC County residents to purchase an electric bike for use in commuting;
 - (2) provide safety accessories (helmet, legal lights, lock, etc);
 - (3) install solar charging/storage facilities strategically throughout the area;
 - (4) pay for material expenses to promote the program.
- 25% of the AB 2766 grant will be used for staff time to do direct program coordination.

The CMAQ grant and local matching funds will also support each of these budget categories as well as provide the funding for administering the program.

Projected activity which will result in emissions reduction

By the end of the proposed program period, we anticipate that 955 new bike commuters will be using electric bikes on a regular basis for commuting or utility purposes on an

average of 95 miles per month during the fair weather months, May through October. The goal is to assure that these new “bike commute” miles previously occurred in a single occupied vehicle traveling on key targeted corridors that experience heavy traffic congestion during peak travel times. Toward this goal, residents using the major commute corridors identified in the SCCRTC MTIS will be targeted for participation in the new program, as well as workers and students who are commuting to major employers, institutes of higher education and traffic generating centers as identified in the Average Daily Traffic Counts of the 1999 SCCRTC Transportation Monitoring Report:

At 95 average miles per month, times six months of fair weather, times 955 program participants, the annual “clean air” commute miles should eventually total 544,350 as a direct result of program activities. This results in preventing 422 pounds of air pollution year per electric bicycle. The average miles per month and the pounds of air pollution prevented were extrapolated from the results of the City of Palm Springs Electric Bicycle Demonstration Program, a project also supported by AB 2766 grant funds.

Project schedule and phasing

Ecology Action proposes to implement the program in three phases. As with any newly established program, each phase will assist us in refining the next to increase the program’s effectiveness.

- The goals of Phase One are to complete all preliminary planning tasks, orchestrate a well-publicized event to launch the program, and coordinate an initial distribution of electric bikes to interested commuters.
- Phase Two will begin immediately after the program launch event and will last from eight months to a year. During this time, interested County commuters will be able to acquire an electric bike using the program’s various incentives. At the same time, EA will be able to evaluate the successes and challenges to date and add refinements that enhance the program’s effectiveness.
- Phase Three will represent the mature, refined program offered to County commuters in perpetuity as funding permits, appropriate for replicating in other regions as a model public/private partnership that offers practical solutions to the issue of traffic congestion.

ATTACHMENT 2: SPECIAL GRANT CONDITIONS
FY 2000-01 AB2766 Motor Vehicle Emissions Reduction Program
Prepared by District

0275

Project: 01-06 Electric Bike Commuter Incentive Program
Grantee Agency: County of Santa Cruz

The special conditions in this Attachment take precedence over any conflicting terms and conditions elsewhere in this agreement.

1. A bicycle use report satisfactory to the District must be submitted to the District after one year of use, including: travel activity data described in Attachment I
2. Monitoring data on prior travel described in Attachment 1, Monitoring Program will be collected before purchase of each bike and during implementation for at least one year after project start date.
3. Emissions estimates in Attachment 1, Section K are for completion of the entire project. Grantee therefore accepts responsibility to complete this entire project within five years of August 16, 2000.
4. This project will be implemented by Ecology Action, but requests for reimbursement will be transmitted from, and payments from grant funds will be transmitted to, Grantee.
5. Ecology Action will be notified by Grantee of all monitoring, reporting and other grant conditions.
6. The District assumes no liability whatsoever for damages resulting from the purchase or use of electric bicycles subsidized in whole or part with grant funds.

This concludes Attachment 2

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**ATTACHMENT 3 - CONFLICT OF INTEREST CERTIFICATION
FY 2000-01 AB2766 Motor Vehicle Emissions Reduction Program**

**Project: 01-06 Electric Bike Commuter Incentive Program
Grantee Agency: County of Santa Cruz - PW**

I certify that no principal, director, or executive ("principal") for the Grantee is a member of the Board of Directors, Advisory Committee, Hearing Board or any other District committee or staff member of the District staff, with exceptions noted below, if any. I further certify that no principal of the Grantee has any economic relationship with a member of the Board of Directors, Advisory Committee, or Hearing Board or any staff member of the District, with exceptions noted below, if any. Non-disclosure of such relationships may result in termination of the agreement.

Exceptions (if any): _____

(Signature) Date _____

Name

Title

Grantee

This concludes Attachment 3

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