

Attachment 1: Description of Emission Reduction Measure Form

Please fill out one form for each emission reduction measure. See instructions in Attachment 2.

Title: Expansion of Bike Racks on Buses

Type of Measure (check all that apply):

- | | |
|---|---|
| <input type="checkbox"/> Direct Regulation | <input type="checkbox"/> Market-Based Compliance |
| <input type="checkbox"/> Monetary Incentive | <input type="checkbox"/> Non-Monetary Incentive |
| <input checked="" type="checkbox"/> Voluntary | <input type="checkbox"/> Alternative Compliance Mechanism |
| <input type="checkbox"/> Other Describe: | |

Responsible Agency:

Sector:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Electricity Generation |
| <input type="checkbox"/> Other Industrial | <input type="checkbox"/> Refineries |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Cement |
| <input type="checkbox"/> Sequestration | <input type="checkbox"/> Other Describe: |

2020 Baseline Emissions Assumed (MMT CO2E):

Percent Reduction in 2020:

Cost-Effectiveness (\$/metric ton CO2E) in 2020:

Description: Buses, at least in the Sacramento area, have a front rack for two bikes. In San Luis Obispo they have front and rear racks which hold a total of six bikes. The problem with the smaller racks is that a commuter, who can't reliably put his bike on the bus due to lack of space, gives up on the whole option and ends up driving on a routine basis. Trains have more space, but their on-time performance is less reliable and they are more restricted in where they go. Larger bike racks on buses could lure more people out of their cars because it would be extremely rare that they would not have space for their bikes.

This suggestion could be paid for by a green fee on gasoline.

Emission Reduction Calculations and Assumptions:

Cost-Effectiveness Calculation and Assumptions:

Implementation Barriers and Ways to Overcome Them:

Potential Impact on Criteria and Toxic Pollutants:

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