

Climate Program- Investment Direction



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

**Joint MTC Planning Committee with the ABAG Administrative Committee
December 9, 2022**

**Krute Singa and James Choe
Regional Planning Program**



Purpose and Overview

Purpose

Receive feedback on the Mobility Hub and Parking Management grant programs

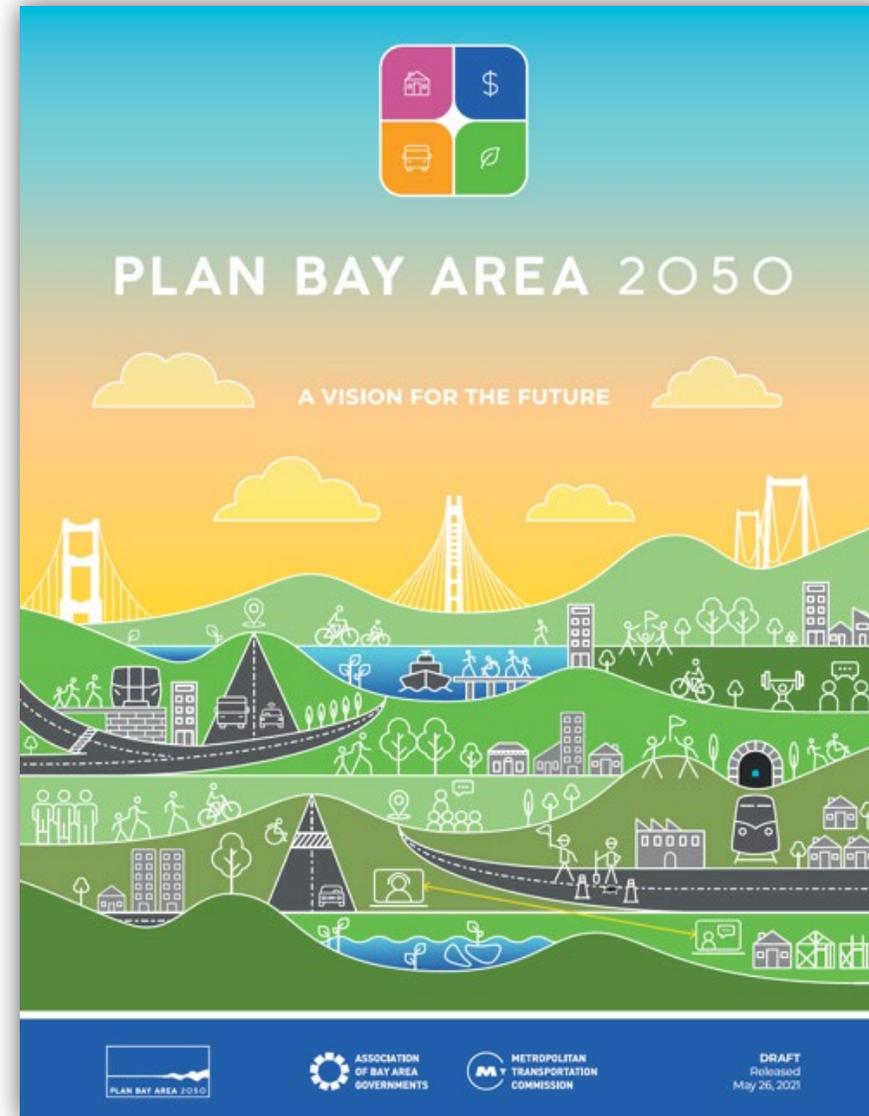
Overview

1. Climate Program Overview
2. Grant Call for Projects
 - Mobility Hubs
 - Parking
3. Transportation Electrification Update and Next Steps
4. Next Steps



Climate Program Overview

Climate Program contributes to the 19% per-capita GHG emissions reduction CARB target by electrifying vehicles and reducing solo driving trips through programs identified in Plan Bay Area 2050.



PLAN BAY AREA 2050

STRATEGY T3
SEAMLESS
MOBILITY

STRATEGY T8
COMPLETE
STREETS

STRATEGY EN8
CLEAN VEHICLES

STRATEGY EN9
TRANSPORTATION
DEMAND
MANAGEMENT



2. Climate Program Investments in OBAG 3 and Carbon Reduction Program

Commission Programming Action on October 26, 2022

Program Category	PBA 2050 Strategies	Implementation Plan Actions	Co-Benefits	Investment (OBAG 3 and Carbon Reduction Program)
Mobility Hubs	EN9, T3, T8	Environment: 11(b), (c), 11(e) Transportation: 7(a), (c), (d), 8 (g)	TOC Policy, Complete Streets Policy, CBTPs	\$33M
Parking	EN9	Environment: 11(b), (c), 11(e)	TOC Policy, Complete Streets Policy	\$15M
Transportation Electrification	EN8	Environment: 11(b), (c), 11(e)	Air District Programs: Charge!, Clean Cars for All	\$65M
			TOTAL	\$113M



Mobility Hubs Grant Program

Dignity
SOLAR COMPACTOR



Mobility Hubs Program Overview

- **Mobility hubs** = community anchors that enable travelers of all backgrounds and abilities to access multiple transportation options - including shared scooters, bicycles and cars, and transit – as well as supportive amenities in a cohesive space, oriented to the customer
- **Pilots launched September 2021**
 - 7 projects funded at \$2.7 million total



PLAN BAY AREA 2050

 **STRATEGY T3**
SEAMLESS
MOBILITY

 **STRATEGY T8**
COMPLETE
STREETS

 **STRATEGY EN9**
TRANSPORTATION
DEMAND
MANAGEMENT

What a Mobility Hub Could Look Like – High Density Context



What a Mobility Hub Could Look Like – Medium Density Context



Key Features: Easy Connections

4th and King Street Caltrain Station



Key Features: Safe, Welcoming and Inclusive Community Spaces

Fruitvale Village/BART Station



Key Features: Wayfinding and Information

Pleasant Hill BART Station





Proposed Direction for the Grant Call

- The grant call builds on lessons learned from the recent pilot program to allow a greater number of hubs to be implemented throughout the region
- Increasing the size of capital grants to up to \$3 million will allow inclusion of multiple features that create a cohesive, community-oriented hub
- Focusing on hub locations in Priority Development Areas (PDAs), Transit Oriented Community (TOC) Policy compliance areas or in Equity Priority Communities (EPCs)





Mobility Hubs Grant Proposed Eligibility

Project Types	<ul style="list-style-type: none">• Planning and Implementation• Implementation
Criteria	<ul style="list-style-type: none">• Inviting and inclusive community space• Connecting the community to public transit, shared mobility and active transportation• Providing clear information and safe connections, oriented around the customer• Applicants encouraged to consider electrifying components of their hub
Locations	<ul style="list-style-type: none">• Priority Development Areas (PDAs)• Transit-Oriented Communities (TOC) locations• Equity Priority Communities (EPCs)
Applicants	<ul style="list-style-type: none">• Public agencies
Grant Size	<ul style="list-style-type: none">• Minimum \$500K; Maximum \$3M; \$33M total



Parking Grant Program



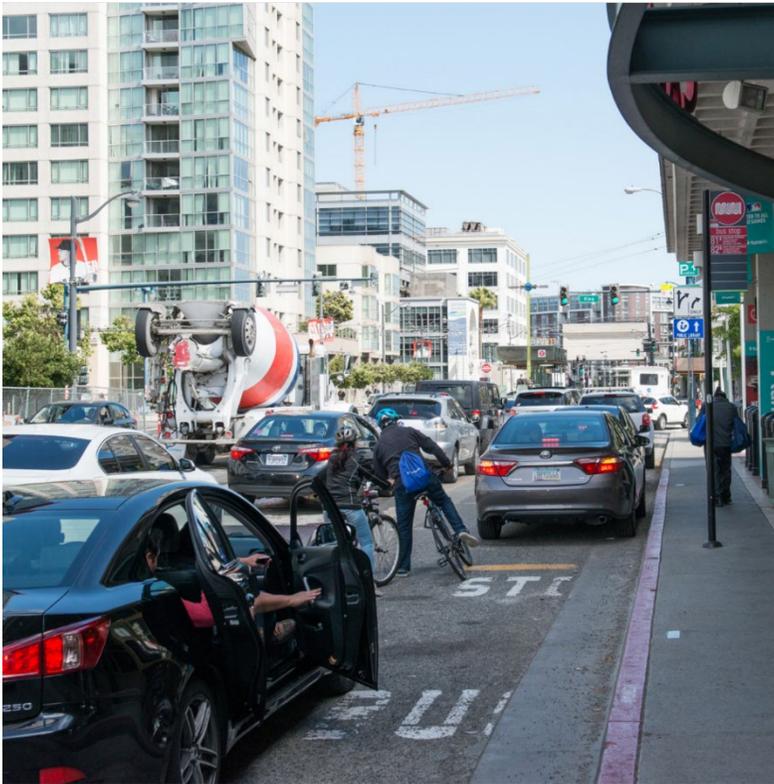
Parking Management Grant Program Overview

- **Program Goal:** help local governments implement parking management strategies that support emission reduction, equity, safety, affordable housing development, and other regional goals
- Awarded parking management grants to local jurisdictions in 2015
- Resources for local jurisdiction staff to develop and implement parking policies provided in the Parking Policy Playbook





Parking Challenges



Credit: San Francisco Municipal Transportation Agency



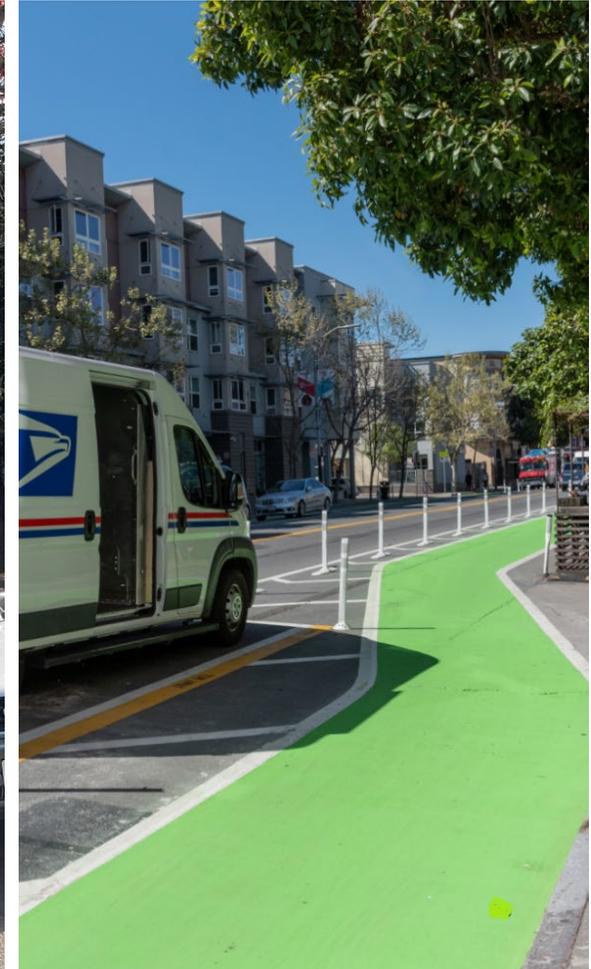
Credit: San Francisco Bicycle Coalition



Credit: (top) San Francisco Municipal Transportation Agency; (bottom) Adrien Fu on Unsplash



Parking Management Solutions



Credit: (top) Seattle Department of Transportation; (bottom) San Francisco Municipal Transportation Agency

Credit: City of Berkeley

Credit: San Francisco Municipal Transportation Agency



Parking Management Grants: Planning and Capital

- To better understand local parking needs, staff invited public agencies to submit implementation project ideas in July 2022, and received over 20 submittals in response
- In addition to capital, many jurisdictions expressed need for planning support. Staff is therefore proposing the following approach to support local jurisdiction parking needs:
 1. **Capital grants (up to \$13 million)**
 - Evaluate and recommend awards to committee in early Spring 2023
 2. **Planning grants (up to \$2 million)**
 - Issue call for planning projects



Parking Management Grants Proposed Eligibility

Project Types	Parking Management Planning	Parking Management Capital
Criteria	<ul style="list-style-type: none"> • Comprehensive parking management plans with goal to improve GHG reduction, affordability, access to transportation options, and safety • Targeted studies for parking implementation projects 	<ul style="list-style-type: none"> • Acquisition of equipment, software, services to implement parking strategies and support regional goals • Startup operations of new programs
Locations	<ul style="list-style-type: none"> • Serving Priority Development Areas (PDAs) and Transit-Oriented Communities (TOC) locations 	<ul style="list-style-type: none"> • Serving Priority Development Areas (PDAs) and Transit-Oriented Communities (TOC) locations
Applicants	<ul style="list-style-type: none"> • Public agencies 	<ul style="list-style-type: none"> • Public agencies
Grant Size	<ul style="list-style-type: none"> • Minimum \$50K; maximum \$400K; up to \$2M total 	<ul style="list-style-type: none"> • Minimum \$250K; maximum \$1.5M; up to \$13M total

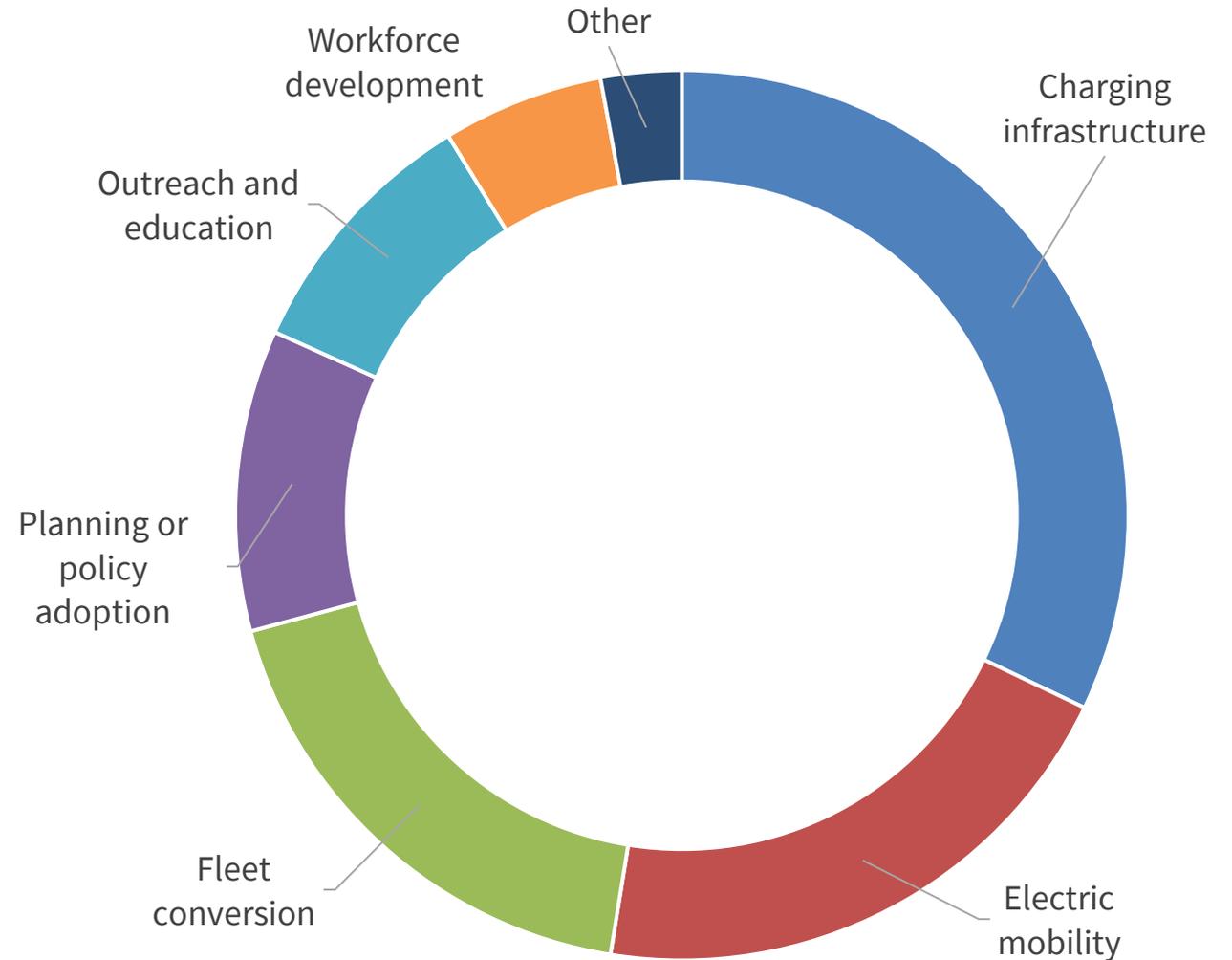


Transportation Electrification Program



Letter of Interest (LOI)

- Received 80 complete submittals from jurisdictions in every Bay Area county
- Project type interest (in order of # of LOIs):
 - Charging infrastructure
 - Electric mobility
 - Fleet conversion
 - Planning or policy adoption
 - Outreach and education
 - Workforce development
 - Other





Potential Investment Categories (Draft)

- Charging Infrastructure Implementation (\$35m-\$40m)
 - Transit station lots
 - Partnerships with BAAQMD, Community Choice Aggregators (CCAs)
 - Focus on Equity Priority Communities (EPCs)
- Electric Bikeshare (\$15m-\$20m)
 - Electrifying docking stations
 - Increase in regional e-bike fleet with focus on BayWheels
 - Focus on EPCs
- Public Fleet Electrification (\$8m)
 - Municipal fleet vehicle charging infrastructure
- Regional Transportation Electrification Program Evaluation and Strategic Plan (\$2m)



Credit: Noah Berger



Credit: Lyft



Next Steps

Mobility Hubs and Parking Management Grants

- Following committee feedback, staff will:
 - Finalize guidelines
 - Issue call for projects
 - Evaluate and recommend grant awards for approval to the Committee in Spring 2023

Transportation Electrification

- Following committee feedback, staff will:
 - Return to the committee in early 2023 with program recommendations



Thank You



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