

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC Planning Committee with the ABAG Administrative Committee**

**December 9, 2022**

**Agenda Item 7b**

**Climate Program – Investment Direction**

**Subject:**

Summary of investment direction for the Mobility Hub and Parking Management programs, which are ready to advance following feedback from the Joint Committee, as well as an overview of the next steps for defining the Transportation Electrification program. These Climate Programs advance Plan Bay Area 2050 (PBA 2050) implementation and contribute to achieving the region’s statutory 19 percent per capita greenhouse gas (GHG) emissions reduction target.

**Background:**

In September 2022, staff recommended general investment in three Climate Initiatives programs - Mobility Hubs, Parking Management and Transportation Electrification, which help to implement PBA 2050 Environmental (EN) Strategy 8 – expand clean vehicle initiatives and EN 9 – expand transportation demand management initiatives. Climate Program funding is anticipated from two funding sources – the One Bay Area Grant Program (OBAG3), as well as the new federal Carbon Reduction Program (CRP) funding through the Bipartisan Infrastructure Law (BIL). The Commission approved the Climate Program investments on October 26, 2022, as part of the OBAG 3 programming item. Investment totals for each program are shown in Table 1.

**Table 1. Climate Program Funding**

<b>Climate Program</b>	<b>Amount</b>
<b>Mobility Hubs</b>	\$33 million
<b>Parking Management</b>	\$15 million
<b>Electric Vehicles and Infrastructure</b>	\$65 million
<b>Total:</b>	<b>\$113 million*</b>

\*Includes \$9 million OBAG2 balance

This item provides additional specificity on the investment direction for the first two items—mobility hubs and parking management—which are ready to advance following feedback from the Joint Committee. Based on the results of a Letter of Interest staff issued in the summer related to transportation electrification needs in the region, staff is further developing several investment proposals for this program area. It will return to the committee in early 2023 with recommended funding programs.

**Mobility Hubs (\$33 million)**

Mobility hubs are community anchors focused around transit stops and stations that enable travelers to access multiple transportation options – including shared scooters, bicycles and cars – all in a cohesive space. In addition to implementing EN 9, building out mobility hubs also help to implement MTC’s Transit Oriented Communities (TOC) and Complete Streets policies.

Staff recommends expanding the Mobility Hubs pilot program so that a greater number of hubs can be implemented throughout the region. Staff recommend focusing on hub locations that are in Priority Development Areas (PDAs), TOC Policy compliance areas and Equity Priority Communities (EPCs) and increasing the size of capital grants to up to \$3 million. This will allow project sponsors to focus on building out a greater number of mobility hub components to achieve a cohesive, welcoming and integrated community space, such as shelters, information and wayfinding, seating, retail or community programming, and a variety of mobility options. To ensure a link to transportation electrification, the program will also prioritize mobility hub projects that seek to electrify hub locations by incorporating bike, scooter or electric carsharing charging infrastructure.

Staff anticipates two grant application cycles available to local jurisdictions and transit agencies, with the first to be issued in January 2023. Additional grant program guidelines are found in Appendix A.

**Parking Management (\$15 million)**

MTC has long provided technical assistance and guidance to local jurisdictions to advance local parking policies and parking management strategies through planning and implementation grants. In addition to advancing PBA 2050 strategy EN 9, investment in parking management also supports implementing MTC's TOC Policy parking requirements.

In July, staff invited local public agencies to submit parking management implementation projects for grant consideration, receiving over 20 submittals in response. While this grant opportunity is focused on implementation projects, many cities also expressed need for planning support.

The program will support local implementation projects that reduce GHG emissions primarily by managing parking demand through appropriate pricing and other strategies and by increasing options and access to low carbon transportation options. Parking management program implementation can also support other regional goals and policies, including housing and safety. Improved parking management can increase transit-oriented and affordable development by reducing the need to build more parking through efficient use of existing parking facilities and managing concerns of spillover parking (e.g., implementing equipment and software to coordinate use of shared parking facilities). Better on-street parking and curb management can improve safety for the growing number of users at the curb and improve access to multiple transportation modes (e.g., allocating curb space dedicated to short-term loading to prevent double-parking in bike, bus, or general-purpose lanes).

Since there is a need for planning support, in addition to recommending implementation grant awards, staff will issue a call for parking management planning projects in early 2023 with eligibility criteria described in Appendix A. Staff will reserve a portion of the funds to support the implementation of planning studies through a subsequent capital grant cycle anticipated in 2024.

**Transportation Electrification (TE) (\$65 million)**

MTC has previously engaged in advancing electric vehicles (EVs) and charging infrastructure, primarily through investment in existing Bay Area Air Quality Management District EV programs. Given the increased urgency to reduce GHG emissions and advance PBA 2050 strategy EN 8, staff invited local agencies to submit a letter of interest (LOI) in June 2022 to share their needs and barriers to advancing transportation electrification across the region. MTC received over 80 LOIs, with at least one from every county. Based on the top needs identified staff are considering investments in charging infrastructure, bikeshare electrification, public fleet electrification, and evaluation and strategic planning. In addition to Committee feedback, staff is currently seeking input from transit agencies, county transportation agencies, Community Choice Aggregators (CCAs), and the Bay Area Air Quality Management District (BAAQMD). Staff will assess feedback and anticipate returning to the committee in early 2023 with program recommendations.

**Next Steps:**

Following committee feedback, staff will release a call for applications for both mobility hubs and parking management, returning to the committee in Spring 2023 with award recommendations. Staff will also return to the committee in early 2023 with recommended direction for transportation electrification.

**Issues:**

None anticipated.

**Recommendations:**

Information.

**Attachments:**

- Attachment A: Appendix A - Additional grant program guidelines
- Attachment B: PowerPoint



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**Appendix A - Additional grant program guidelines**

**Table 2. Mobility Hubs Grant Eligibility**

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

**Table 3. Parking Management Grant Eligibility**

Project Types	Parking Management Planning	Parking Management Capital
Criteria	<ul style="list-style-type: none"> <li>• Comprehensive parking management plans with goal to improve GHG reduction, affordability, access to transportation options, and safety</li> <li>• Targeted studies for parking implementation projects</li> </ul>	<ul style="list-style-type: none"> <li>• Acquisition of equipment, software, services to implement parking strategies and support regional goals</li> <li>• Startup operations of new programs</li> </ul>
Locations	<ul style="list-style-type: none"> <li>• Serving Priority Development Areas (PDAs) and Transit-Oriented Communities (TOC) locations</li> </ul>	<ul style="list-style-type: none"> <li>• Serving Priority Development Areas (PDAs) and Transit-Oriented Communities (TOC) locations</li> </ul>
Applicants	<ul style="list-style-type: none"> <li>• Public agencies (local jurisdictions, transit agencies)</li> </ul>	<ul style="list-style-type: none"> <li>• Public agencies (local jurisdictions, transit agencies)</li> </ul>
Grant Size	<ul style="list-style-type: none"> <li>• Minimum \$50,000; maximum \$400K; up to \$2M total</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum \$250K; maximum \$1.5M; up to \$13M total</li> </ul>