



2024 Climate Program Implementation Grants: Information Session

October 10, 2024



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



Agenda

- Overview of 2024 Coordinated Call
- Overview of Climate Program Implementation Grants
- Review of Each Climate Program
 - Regional Mobility Hubs Capital Grants
 - Parking Management Capital Grants
 - Charging Infrastructure Capital Grants
 - Active Transportation Capital Design Technical Assistance
- Additional Guidance
- Q&A



Information Session Housekeeping

- Information session recording and slides will be available online
- Questions will be answered at the end of the presentation
- To ask questions, type questions via Chat
- No question is too small - anything you're wondering is likely on the minds of other folks too



2024 Coordinated Call for Projects



Goal: to implement Plan Bay Area 2050 strategies and help achieve the 19% per capita greenhouse gas emissions (GHG) reduction target

Transit-Oriented Communities (TOC) Planning and Implementation Grants

- Planning funding opportunities focused on TOC Policy implementation

Climate Program Implementation Grants

- Capital funding opportunities focused on Climate Program implementation/design/construction



TOC Planning & Implementation Grants

- Grants and technical assistance available to develop plans and policies that comply with the four components of the TOC Policy:
 - New Residential and Commercial Office Development Densities
 - Housing Policies
 - Parking Management
 - Station Access and Circulation
- For more information on the TOC Planning Grants, visit the TOC Planning & Implementation Call for Projects [website](#)



Overview of Climate Program Implementation Grants



Climate Program Implementation Grants Overview

\$40 million for the implementation of the following grant programs:

- Regional Mobility Hubs
- Parking Management
- Charging Infrastructure
- Active Transportation Capital Design





Climate Program Implementation Grants Overview

Eligible Applicants

- Cities, counties, transit agencies and county transportation agencies
- Partnerships with other public, private, and nonprofit partners essential to project implementation should also be identified in the application

Funding Sources

- The **Regional Mobility Hubs**, **Parking Management**, and **Charging Infrastructure** programs provide federal funds (Congestion Mitigation and Air Quality Improvement or the Carbon Reduction Program) - sponsors responsible for funding obligation and 11.47% match
- For the **Active Transportation Capital Design Technical Assistance** Program, MTC will procure and administer consultant contracts





Climate Program Implementation Grants Overview

Evaluation Criteria

- How project contributes to regional and jurisdiction goals
- Readiness
- Partnerships
- Cost
- Location
 - Project in Transit-Oriented Community (TOC) Policy station areas will receive 5 additional points
 - Project in TOC Policy locations AND Equity Priority Communities (EPCs) will receive 7 additional points





Regional Mobility Hubs

Krute Singa



Regional Mobility Hubs: Goals

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.



EASY CONNECTIONS



SAFE, WELCOMING, INCLUSIVE SPACES

2306

[ACTransit.org/Tempo](https://actransit.org/Tempo)

TEMPO
AC TRANSIT

GATHER
TOGETHER

VIVE TUS

CITY CENTER NB



CUSTOMER ORIENTATION



INFORMATION



Iron Horse Trail



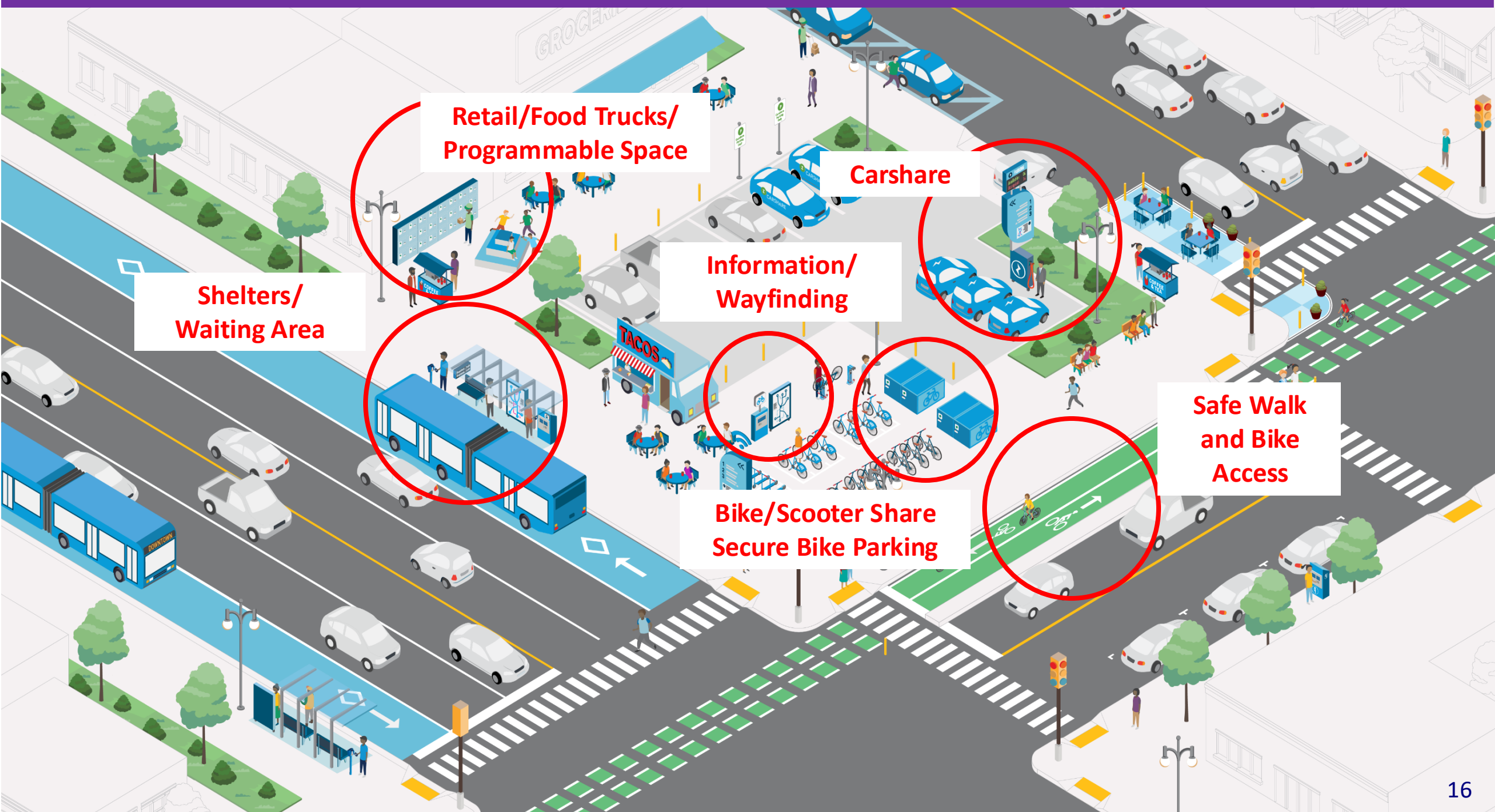
BART Station



Bicycle Parking



MOBILITY HUBS ELEMENTS AND FEATURES



**Retail/Food Trucks/
Programmable Space**

Carshare

**Information/
Wayfinding**

**Shelters/
Waiting Area**

**Safe Walk
and Bike
Access**

**Bike/Scooter Share
Secure Bike Parking**

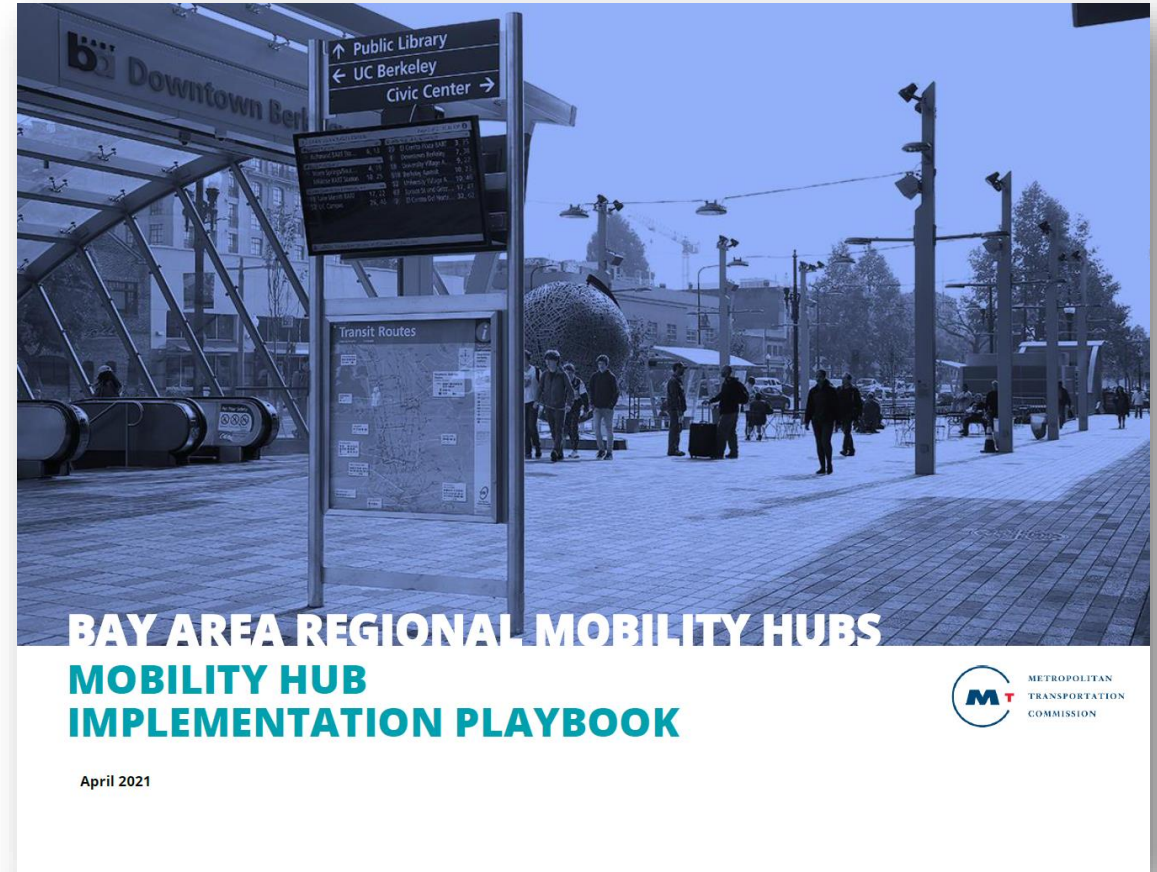


Regional Mobility Hubs: Resources

1. Implementation Playbook

- Provides guidance on:
 - Design
 - Community engagement
 - Partnerships and contracting
 - Phasing
 - Operations and maintenance
- Find it in the application materials and on the [MTC/ABAG Technical Assistance Portal](#)

2. Regional Hub Locations Online [Map](#)





Regional Mobility Hubs: Eligibility & Funding

Funding

- Total funding available: \$15 million (CMAQ and CRP)
- Minimum grant size: \$500,000
- Maximum grant size: \$5 million
- Local match: required non-Federal match of no less than 11.47% of total project cost

Eligible Expenses

- The grant will fund the environmental, design, right-of-way, and construction phases of a capital project. Projects that have not conducted outreach must do so as part of the effort leading to construction.
- *Not eligible*: construction of active transportation infrastructure or road improvements outside of the ¼-mile hub area; surface parking for privately-owned vehicles



Regional Mobility Hubs: Evaluation Criteria

Criteria	Points
Policy Alignment	5
Project Design	25
Project Readiness	20
Engagement and Partnerships	20
Management	10
Operations and Maintenance	10
Marketing/ Communications	5
Cost	5
Desired Qualifications	Bonus Points
Project Location (in TOC / EPC)	Up to 7
Hub Network Development	Up to 5



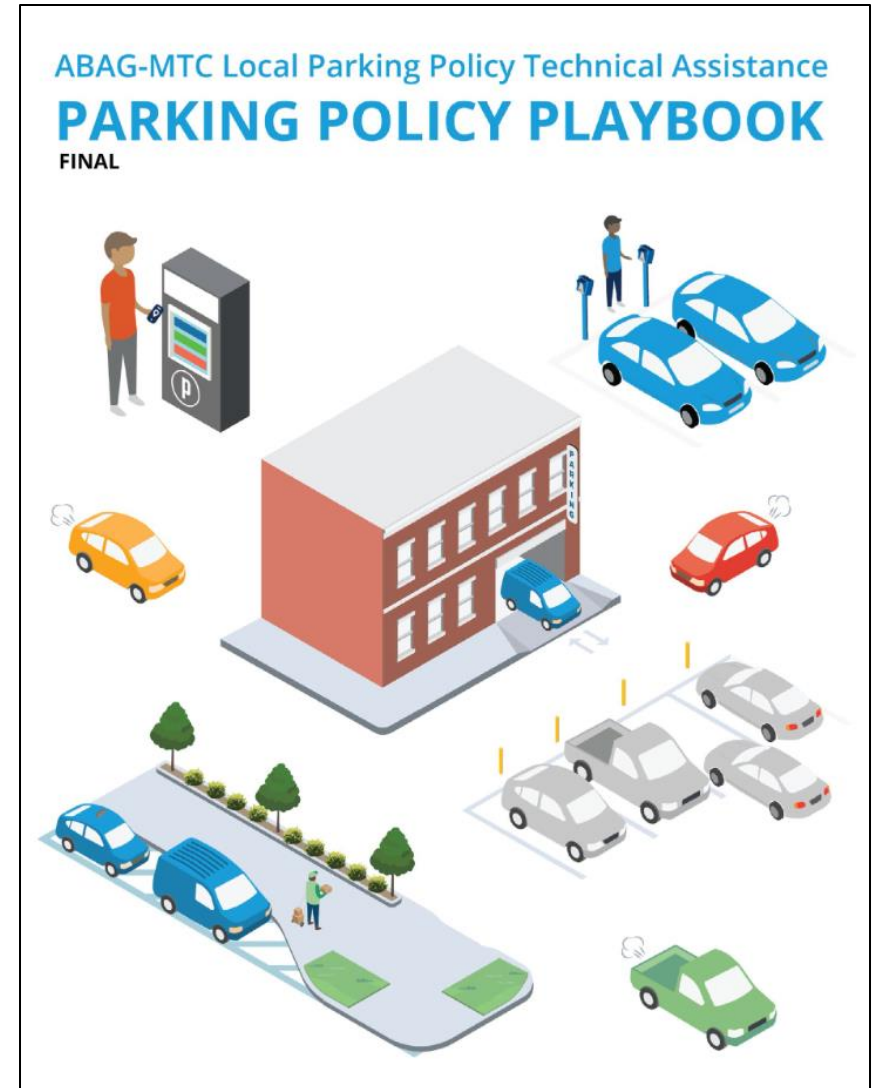
Parking Management

Joel Mandella



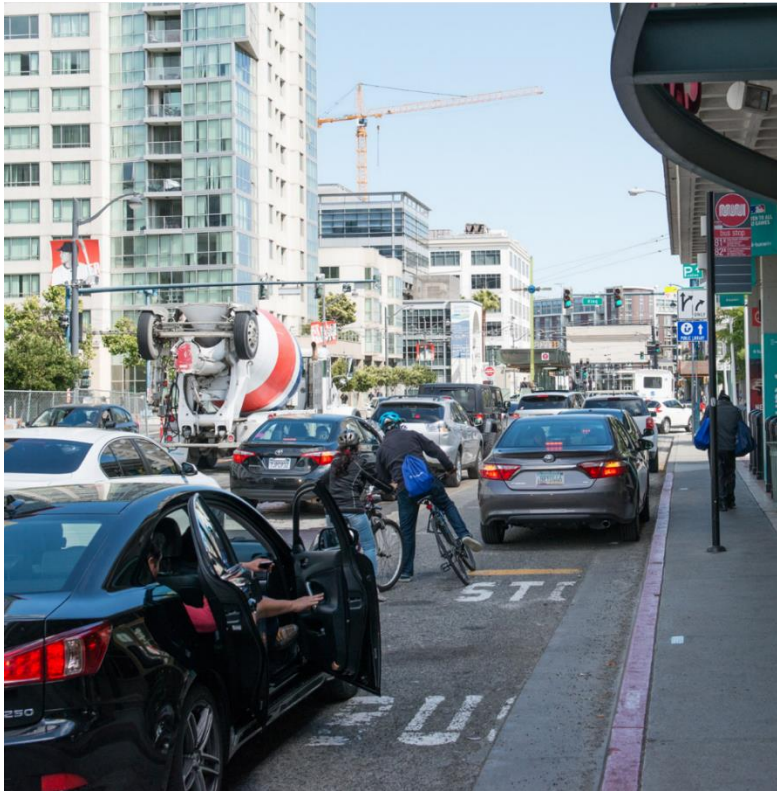
Parking Management: Grant Program Overview

- Provides grants for public agencies to implement parking management capital projects
- Project proposals should support regional and program goals, including emission reduction, equitable use of space, and parking optimization
- MTC offers the [Parking Policy Playbook](#) as a companion resource for public agency staff to hone relevant project proposals





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



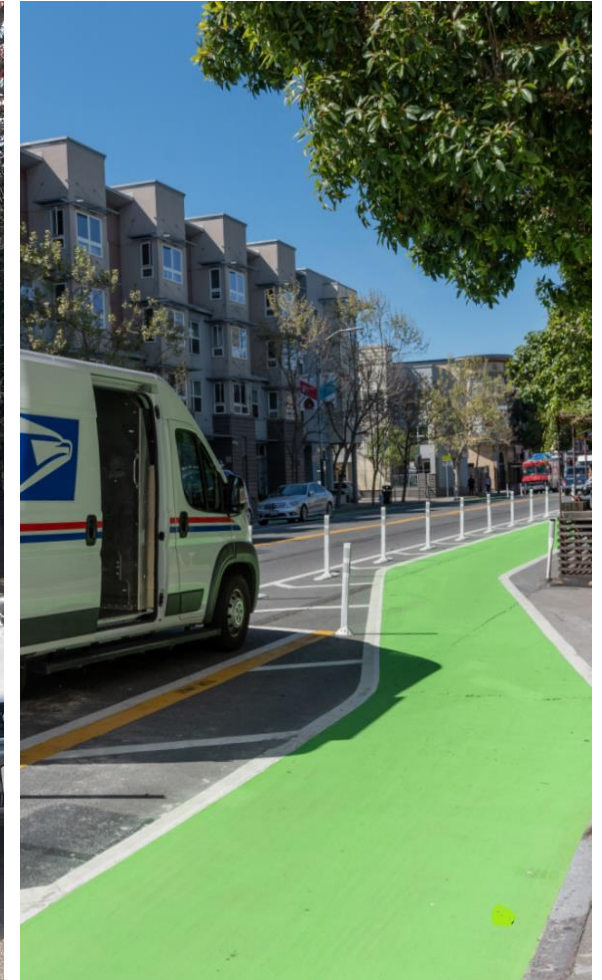
Parking Solutions



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



Credit: City of Berkeley



Credit: San Francisco Municipal Transportation Agency



Parking Management: Grant Program Goals

- Reduce greenhouse gas (GHG) emissions through better management of parking and driving demand
- Advance equitable use of space by balancing competing demands for curb and parking space and facilitating priority for users who need it most
- Optimize use of existing parking stock to reduce development costs and future parking buildout



Parking Management: Example Eligible Expenses

Projects can include the acquisition and installation of equipment, software, data, and other expenses that are in alignment with the program goals.

- Smart parking elements (e.g., meters, electronic displays, parking guidance systems)
- Data collection equipment to manage parking (e.g., sensors, handheld tablets)
- Enforcement tools (e.g., license plate recognition equipment, handheld hardware)
- Parking management and reporting software
- Parking access and revenue control systems (PARCS) and signage
- Active or shared modes (e.g., scooter, bike, carshare, transit) infrastructure in place of vehicle parking (e.g., lockers, battery charging outlets, carshare stations, etc.)



Parking Management: Example Ineligible Expenses

- Planning projects are not eligible; planning work can be a supporting component, but not the primary activity.
- *Note: if requesting funding for parking planning, apply for a planning grant on parking management in the current [TOC Policy Planning & Implementation grants](#).*



Parking Management: Example Projects

- Install meters, sensors/cameras, and signage to implement dynamic pricing or flex curbs
- Install parking access and revenue control (PARCS) systems to better manage parking supply and demand at existing uncontrolled lots or garages
- Install smart parking elements such as parking space sensors, wayfinding to guide drivers to nearby available parking, and electronic availability counters to better utilize existing parking
- Implement a zone for both residential parking permits (RPP) and metered pricing
- Implement an approach to manage passenger or delivery pick-up and drop-off at the curb
- Procure initial parking management software and install related equipment
- Procure parking and curb policy enforcement equipment, such as license plate recognition technology or backend software



Parking Management: Funding

Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program: \$3 million

- Minimum grant size: \$500,000
- Maximum grant size: \$2 million
- Local match minimum: 11.47% of total project cost
- Can consider partnerships to meet minimum





Parking Management: Evaluation Criteria and Application Components

Criteria	Points
Project Need and Benefit	25
Project Readiness	20
Project Support and Partnerships	20
Management	10
Operations and Maintenance	10
Marketing and Outreach	7
Cost	5
Desired Qualifications	Bonus Points
Project Location (in TOC/EPC)	Up to 7
Incorporates Active/Shared Modes	Up to 5

A white electric car is parked at a charging station, connected to a charging cable. The car is positioned in a designated parking space marked with a green 'EV' symbol and the number '194'. In the background, other charging stations and a red car are visible. The scene is set in an outdoor parking lot with a building and trees in the distance.

Charging Infrastructure

James Choe



Charging Infrastructure Grant Program Overview

- Grants to acquire and install publicly accessible charging stations for electric vehicles (EVs) and electric mobility devices (bikes, scooters, etc.)
- Program implements Plan Bay Area 2050 strategy to reduce greenhouse gas emissions and achieve four main objectives:
 - Advance clean mobility options
 - Accelerate the electrification transition
 - Promote equitable access
 - Support innovative solutions





Charging Infrastructure: Eligibilities

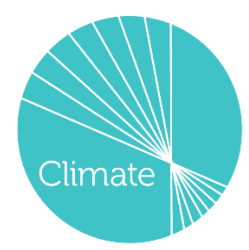
Eligible Locations

- Charging equipment must be publicly accessible
- Projects within TOC and EPC locations preferred

Eligible Expenses

- Acquisition, installation, or operation of electric vehicle (Level 1, Level 2, DCFC) or e-mobility charging equipment or software, electrical upgrades, signage, safety and security upgrades, and other capital investments necessary for the project
- *See Grant Guide for more examples and details*





Charging Infrastructure: Project Examples

- Chargers at transit stations for transit customers and surrounding community members
- Chargers in public parking facilities near workplaces employing low-wage workers
- Chargers for shared mobility or micromobility options (e.g., electric bikeshare stations, electric carshare stations)
- E-bike charging lockers with capacity of cargo bikes in commercial corridors
- Low-power (Level 1) managed charging that serves multiple vehicles without significant electrical upgrades
- Curbside chargers building upon existing infrastructure (e.g., streetlights, utility poles)





Charging Infrastructure: Funding Overview

Federal Carbon Reduction Program (CRP): \$20M

- Minimum grant size: \$300,000
- Maximum grant size: \$5 million
- Local match minimum: 11.47% of total project cost
- Can consider partnerships to meet the minimum grant or match





Charging Infrastructure: Evaluation Criteria

Criteria	Points
Need and Benefits	30
Design	25
Readiness	25
Cost-Effectiveness	20
Desired Qualifications	Bonus Points
Project Location	Up to 7
E-mobility Charging	Up to 10
Innovative/Scalable Solutions	Up to 5



Active Transportation Capital Design

Kara Oberg



Active Transportation Plan

- Adopted Complete Streets Policy (Reso. 4493) - Spring 2022
- Identified Active Transportation (AT) Network - Summer 2022
- 5-Year Implementation Plan – Summer 2023



The AT Plan envisions a Bay Area where many more people bike, walk and roll every day on safe, accessible, and connected streets, paths and trails, that connect people to places and transit.



MTC Complete Streets Policy

- All projects must implement Complete Streets as recommended in recently adopted local or countywide plans.
- If a project is on the AT Network, it should incorporate design principles based on “All Ages and Abilities,” as well as Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (or PROWAG)

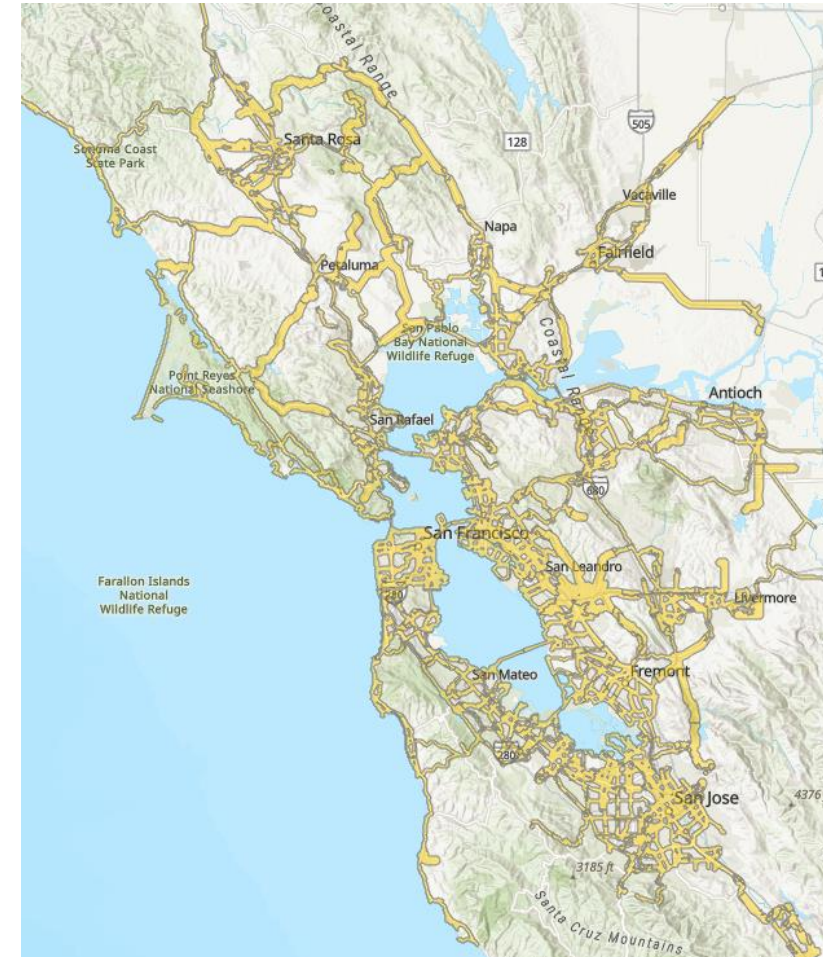


The goal of the policy is to make sure that people who are biking, walking, rolling, and taking transit are safely accommodated within the transportation network.



Active Transportation Network

- The AT Network is a 3,244-mile network created using
 - regionally significant segments of locally adopted plans/networks
 - with equity, mode shift, and safety as the core elements

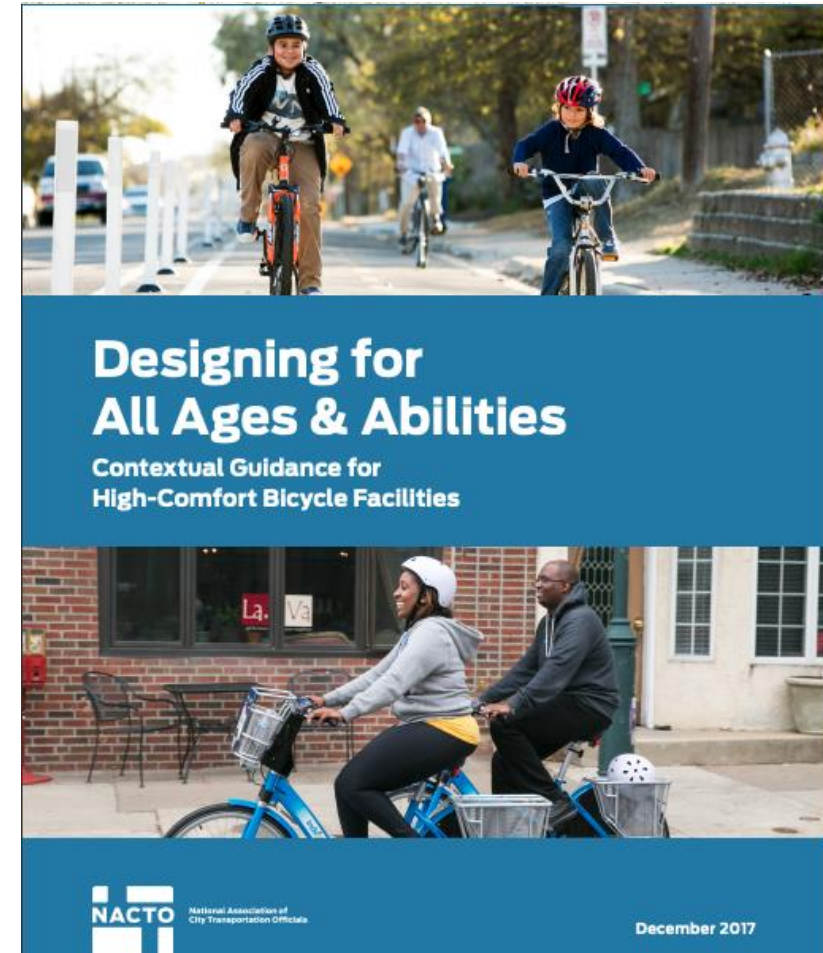




Active Transportation Network

Design Principles on the AT Network

- AT Network projects should incorporate "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities"
- Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (or PROWAG) by the U.S. Access Board.
- AT Network uses a corridor approach – 1,000 ft - 1/2 mile





Active Transportation Capital Design

Funding Overview

- Funding agreement with MTC to select their own consultant and have the option of utilizing MTC's on-call bench of consultants.
- Total funding available: \$2 million
 - Minimum grant size: \$100,000
 - Maximum grant size: \$300,000

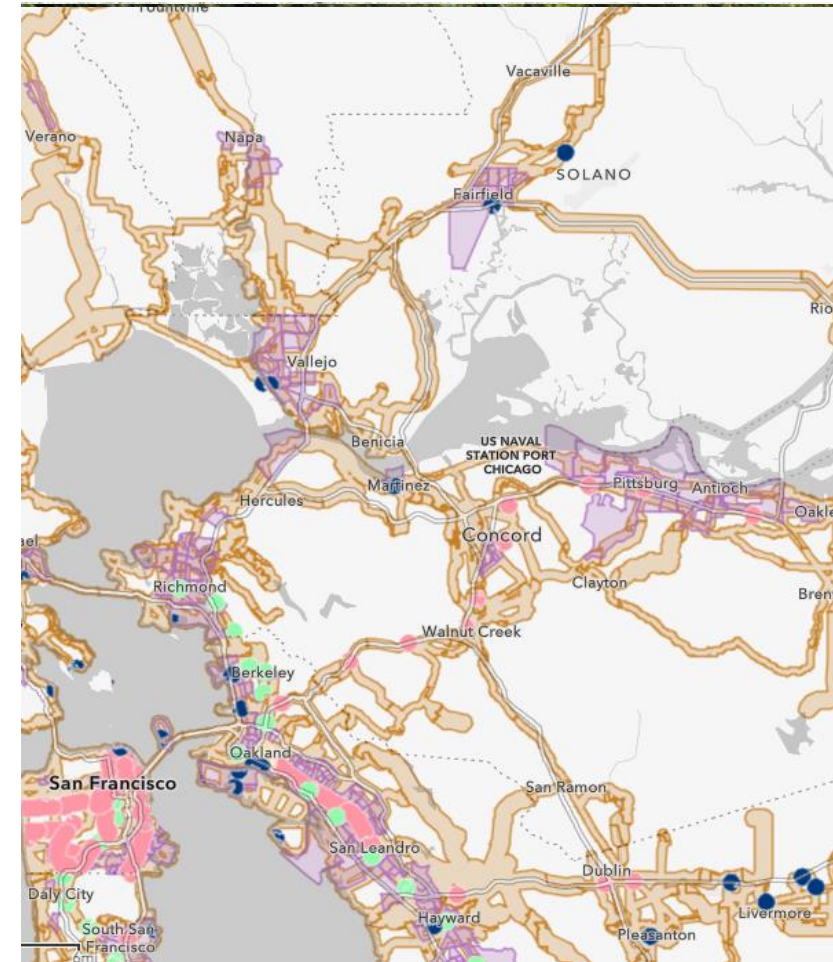




Active Transportation Capital Design

Eligible Locations

- Regional Active Transportation (AT) Network required
- Extra points for:
 - Transit-Oriented Community (TOC) areas
 - Equity Priority Communities (EPCs)
 - Visit the [reference map](#) for TOC and EPC locations





Active Transportation Capital Design

Eligible Expenses

- All Ages and Abilities and/or PROWAG design
- 30% to 100% design and Plan, Specifications and Estimates (PS&E)
- 60% to 65%+ should show evidence of preliminary engineering design/drawings.
- Outreach for design input and/or feedback





Active Transportation Capital Design

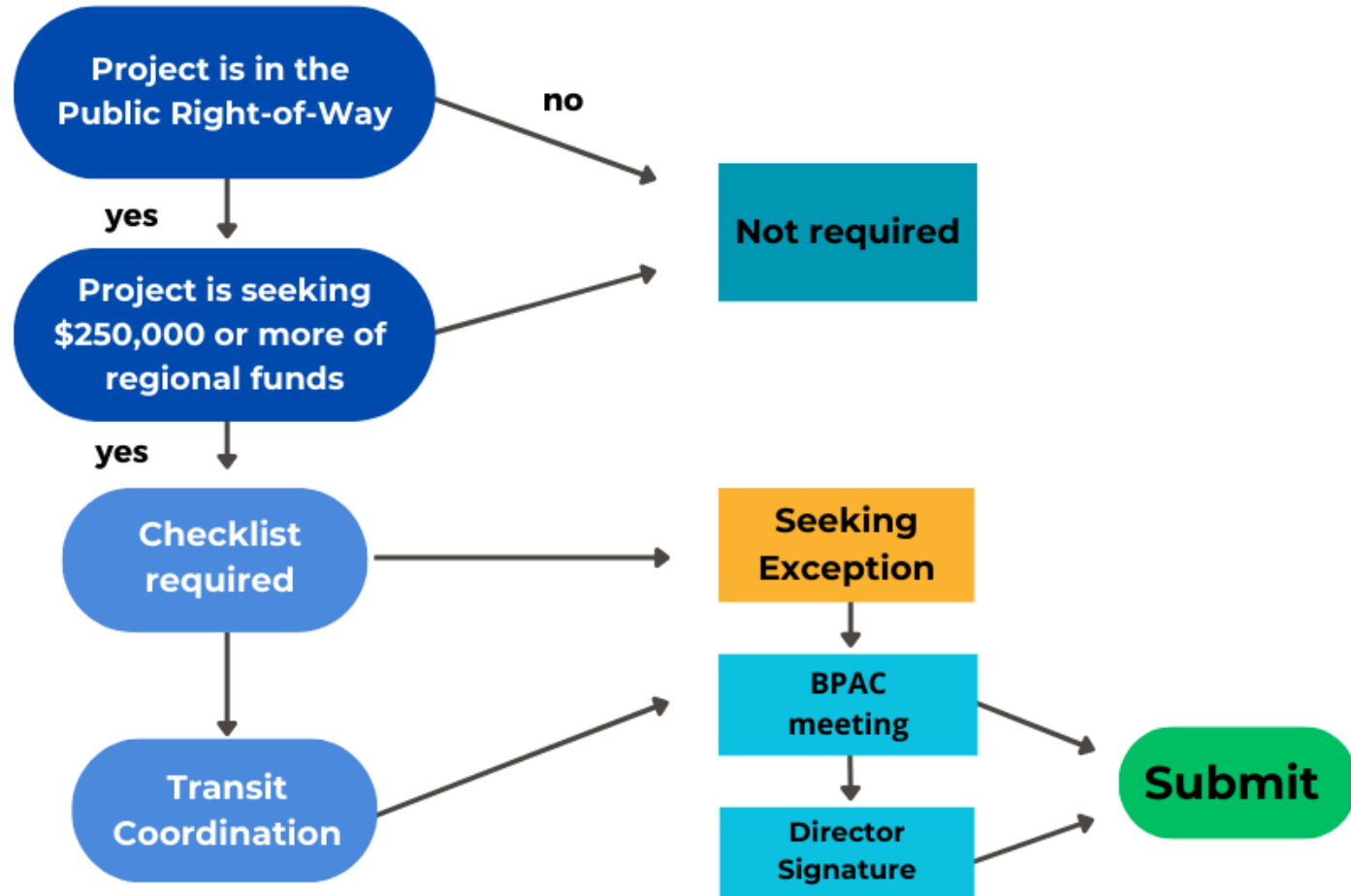
Criteria	Points
Project Location	5
Policy Alignment	5
Project Design	35
Project Readiness	25
Project Management	10
Cost	20
Desired Qualifications	Bonus Points
Project Location (in TOC / EPC)	Up to 7
Green Streets Elements	Up to 5
Bay Trail	Up to 5

Additional Guidance for All Climate Programs



Complete Streets Policy & Checklist

Does my project require a Complete Streets Checklist?





Applications and Office Hours

Applications

- Visit the [Climate Program Implementation Grants](#) website for each program's application
- For **Regional Mobility Hubs**, **Parking Management**, and **Charging Infrastructure**, download each application form and email the form (in Word format) with any supplemental files to the program manager
- For **Active Transportation**, complete and submit the application online
- ***Applications are due on Friday, December 20, by 4 p.m.***

Office Hours

- MTC staff for each program are available for 30-minute 'office hour' meetings in October and December
- Come to discuss project ideas, eligibilities, application guidance, and more
- Visit the [Climate Program Implementation Grants](#) website to schedule a meeting (October times available now, December times will be released later)



Post-Selection Roles & Responsibilities

For **Regional Mobility Hubs**, **Parking Management**, and **Charging Infrastructure** programs, grantees will:

- Complete a Funding Agreement or Supplemental Agreement with MTC
- Adopt a [Resolution of Local Support](#)
- As federally funded projects, work with Caltrans Division of Local Assistance for project authorization and delivery (E-76)
 - *Engage with your agency's Single Point of Contact ([SPOC](#)) now to ensure alignment with Federal and Caltrans processes and expedite project delivery!*
- Construction (CON) phase of the project must be obligated by January 31, 2027
- ***See Grant Guide and Application Forms for additional steps and details***

For **Active Transportation**, technical assistance recipients will:

- Complete a Funding Agreement or Supplemental Agreement with MTC
- Procure consultants to complete the work

**** These steps are only required after award and are not necessary for the application ****



Schedule

Activity	Date
Call for Projects Release	September 30, 2024
Virtual Information Session	October 10, 1:00-2:30 p.m.
Application Assistance Office Hours	Varying dates (visit the Climate Grants website)
Application Deadline	December 20, 2024, 4:00 p.m.
MTC Evaluation of Applications*	Winter 2024/25
MTC Committee Approval (tentative)	March 2025
Active Transportation TA Project Kick-off (tentative)	Spring 2025
Mobility Hubs, Parking Management, Transportation Electrification Funding Obligation Deadline	January 2027

* May include additional communication with applicants



Questions + Answers

To ask questions:

- Type questions via Chat function
- Raise hand and come off mute

No question is too small – anything you’re wondering is likely on the minds of other folks too

For more information, please visit the [Climate Program Implementation Grants](#) website.



We hope to hear from you!

Applications due Friday, December 20, 4 p.m.

Regional Mobility Hubs

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Charging Infrastructure

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Active Transportation

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