



Office of the City Manager

CONSENT CALENDAR
September 29, 2015

To: Honorable Mayor and Members of the City Council
From:  Dee Williams-Ridley, Interim City Manager
Submitted by: Phil Harrington, Acting Director, Public Works
Subject: Grant Application: MTC Climate Initiatives – goBerkeley Residential Shared Parking Pilot

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to submit a grant application to the Metropolitan Transportation Commission (MTC) Climate Initiatives Program to undertake a residential shared parking pilot as a next step in the goBerkeley program for an amount up to \$1,000,000; and accept the grants awarded, and execute any resultant agreements and amendments.

FISCAL IMPACTS OF RECOMMENDATION

If awarded, this Climate Initiatives application would bring in about \$1,000,000 of competitive grant funding revenue to the Caltrans MTC Fund (Fund 614).

The total estimated cost of the project is \$1,500,000 over 3 years. The \$500,000 difference (approximately \$166,667/year) represents City local matching funds, which will be available from Funds 835 and 840. These matching funds are already budgeted for the operation of the on-going goBerkeley program. The match requirement for the Climate Initiatives grant is 15%, however the City will be spending this higher amount of matching funds to operate the goBerkeley program. More matching funds will improve the competitiveness of the application. If awarded, funds would need to be obligated no later than January 31, 2017.

CURRENT SITUATION AND ITS EFFECTS

During goBerkeley community outreach, frustrations with the current RPP system were voiced frequently to city staff. While outside of the scope of the previous goBerkeley pilot, staff understood the concerns to be significant and conveyed them to the Berkeley Transportation Commission, City management, and Council.

In response to a call for proposal from MTC, staff developed the outline of a pilot to address these concerns and submitted a “Letter of Interest” on July 17, 2015. On August 31, the MTC invited the City of Berkeley to submit a full application by October 2, 2015. If successful, the MTC would recommend grant awards by December 16, 2015.

Project areas for the residential shared parking pilot would be selected in consultation with community groups and target those areas where residents/businesses have requested reforms. Candidate project areas would be selected from the current goBerkeley areas such as the Southside of University of California, Berkeley campus, the Elmwood District or Downtown Berkeley (see project map in Attachment 2).

Potential goals of the pilot will be to:

- Achieve 80% occupancy of all blocks, metered or residential
- Improve the parking experience for residents, employees and visitors
- Reduce congestion from circling for a parking space
- Reduce vehicle cold starts from frequent shifting of vehicles to new parking spaces

Potential strategies could include:

- Extend RPP parking restrictions into evenings and weekends if they usually experience the highest demand
- Streamline the visitor permit parking system, through mobile and online parking management system
- Allow non-permit parking when occupancy is observed below 80%
- Eliminate or reduce the 2-hour parking restriction for non-permit holders
- Require non-permit holders to pay an hourly rate, through a mobile pay system (such as pay-by-phone) parking system
- Monitor parking occupancy and adjust non-permit hourly rates to achieve desired 80% occupancy, using goBerkeley's established automated License Plate Recognition (LPR) data collection system

Final strategies and project areas would be developed in consultation with the community and would be presented to the Council through a staff report and/or work session prior to implementation. In addition, a resolution would be required to accept the funds, if awarded.

As part of the goBerkeley program, this pilot would need to meet the same standards of community outreach and notification, data-based recommendations and transparency.

BACKGROUND

The goBerkeley pilot improved parking conditions for areas containing 2,500 parking spaces. However, the City has close to 20,000 on-street parking spaces. The majority of these parking spaces are in residential areas and are unregulated or part of the Residential Preferential Parking (RPP) permit system. In RPP areas, residents who meet residency requirements are issued a permit (ex: Zone A permit) and allowed to park for unlimited amounts of time. Vehicles that do not carry a permit are allowed to park for 2 hours during certain hours and days (e.g. Monday-Friday, 9 am – 5 pm). At all other times, such as Sundays and evenings, non-permitted vehicles are allowed to park for unlimited time. This system is administrated by the City's Finance and Public Works Departments, and enforced by the Police Department.

This 2-hour time limit encourages the “2 hour shuffle” in most of the City’s residential streets, which leads to congestion and cold-starts from drivers moving their vehicles from one parking space to another to avoid the time limit violation. If successful, these pilot solutions could be rolled out citywide to drastically reduce vehicle miles traveled (VMT) and greenhouse gases (GHG) from driving. The pilot program could provide a “win-win” for residents, businesses and the City by improving the parking experience, reducing congestion and GHG emissions.

ENVIRONMENTAL SUSTAINABILITY

The project in this grant application would have large implications for reducing GHG emissions. The “2 hour shuffle” in RPP areas causes unintended and unnecessary driving and cold starts in the City of Berkeley and many other municipalities in the Bay Area. This effort would help meet the City’s established Climate Action Plan goals, such as reducing transportation emissions 33% below 2000 levels by 2020 and 80% by 2050.

RATIONALE FOR RECOMMENDATION

The Climate Initiative grant program could fund a pilot that directly responds to concerns from residents and businesses in the RPP areas that were not part of the original goBerkeley pilot scope. The pilot will test strategies that could provide a “win-win-win” for residents, businesses and the City. Not approving the application would mean foregoing at least \$1,000,000 in potential grant funding.

ALTERNATIVE ACTIONS CONSIDERED

The Council could choose not to apply for these funds.

CONTACT PERSON

Farid Javandel, Transportation Division Manager, Public Works, 981-7010
Danette Perry, Parking Services Manager, Public Works, 981-7057

Attachments:

- 1: Resolution

RESOLUTION NO. -N.S.

GRANT APPLICATION: CLIMATE INITIATIVES PROGRAM GOBERKELEY
RESIDENTIAL SHARED PARKING PILOT

WHEREAS, the goBerkeley program has demonstrated improvements in parking conditions through demand-responsive management and public engagement; and

WHEREAS, concerns regarding parking in Residential Preferential Parking (RPP) areas were collected during community outreach for the goBerkeley program; and

WHEREAS, strategies may be effective in improving parking conditions for residents and businesses while reducing greenhouse gas emissions; and

WHEREAS, Climate Initiative Program funds from the Metropolitan Transportation Commission are available and appropriate for a pilot of these strategies; and

WHEREAS, if awarded, the grant funds will be placed in the Metropolitan Transportation Commission Fund (Fund 614); and the City will provide matching funds in the amount of \$500,000 over 3 years, which amount will be available from parking meter fund (Fund 840) and garage fund (Fund 835) and is already planned for expenditure to support the ongoing goBerkeley program.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit a grant application to the Metropolitan Transportation Commission Climate Initiatives program for the goBerkeley Residential Shared Parking Pilot for an amount up to \$1,000,000; and accept the grants awarded, and execute any resultant agreements and amendments