



Mobility Nexus: Integrating Mobility, Housing and Equity for Climate Action – Project Budget Narrative

Overview

The Project is requesting \$117,139,014 to implement the Mobility Nexus: Integrating Mobility, Housing and Equity for Climate Action (“Project”), including funding for new staff, mobility hubs improvements, ebike incentive, bikeshare equipment, community outreach ambassadors, outreach, and evaluation. The following secured funding will support the Project for success:

- MTC is setting aside \$8 million a year of State Transit Assistance Population-Based funds to support Clipper START operations including reimbursements to operators, operation of the customer service center to provide customer Clipper START eligibility verification (Project proposes funding for outreach)
- MTC has allocated \$20 million in Carbon Reduction Program funds for bikeshare’s initial public investment (Project proposes funding for expansion)

This project has no supplies or indirect expenses.

BUDGET BY YEAR							
COST-TYPE	CATEGORY	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	TOTAL
Direct Costs	TOTAL PERSONNEL	\$4,536,063	\$5,196,864	\$6,211,485	\$5,485,649	\$3,365,531	\$24,795,592
	TOTAL FRINGE BENEFITS	\$505,179	\$505,179	\$505,179	\$505,179	\$505,179	\$2,525,895
	TOTAL TRAVEL	\$80	\$82	\$84	\$85	\$88	\$419
	TOTAL EQUIPMENT	\$7,369,600	\$100,000	\$0	\$0	\$0	\$9,574,600
	TOTAL SUPPLIES	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL CONTRACTUAL	\$11,248,147	\$14,441,087	\$22,674,378	\$19,164,129	\$11,889,768	\$79,417,508
	TOTAL OTHER	\$15,000	\$765,000	\$15,000	\$15,000	\$15,000	\$825,000
	TOTAL DIRECT	\$24,582,425	\$21,426,587	\$29,759,760	\$25,279,189	\$15,710,488	\$117,139,014
	TOTAL INDIRECT	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FUNDING		\$24,669,069	\$21,508,212	\$29,836,126	\$25,350,043	\$15,775,565	\$117,139,014

Budget Detail

Please see detailed budgets in the Budgetcalcs_MTC.xlsx attached to the Project Narrative Attachment Form.

Personnel

Direct Cost	Personnel Amount by Year					Total
	1	2	3	4	5	
Mobility Hubs – Bike Access						
Preferred Path of Travel* Project Manager	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
eLocker Electrical Project Manager	\$67,500	\$67,500				\$135,000
Stairway Channel Installation Project Manager			\$180,000	\$180,000		\$360,000
Subtotal						\$545,000
Mobility Hubs – EV Charging						
Project Manager @ \$198,000/yr, 0.25 FTE, plus 4% cost of living adjustment	\$94,050	\$97,812	\$101,726			\$293,588
Subtotal						\$293,588
Mobility Hubs – ADA						
Exterior Accessibility Improvement Program (AIP) - Project Manager	\$100,000	\$100,000	\$100,000	\$100,000	\$50,000	\$450,000
Interior AIP - Project Manager	\$100,000	\$100,000	\$100,000	\$100,000	\$50,000	\$450,000
Interior AIP - Design Engineering Project Manager	\$450,000	\$100,000	\$50,000	\$100,000		\$700,000
Interior AIP - Construction Management Project Manager	\$350,000	\$750,000	\$750,000	\$750,000		\$2,600,000
Subtotal						\$4,200,000
Mobility Hubs – TOD Plazas						
Lake Merritt Plaza BART labor - design phase	\$1,228,522	\$1,228,522				\$2,457,044
Lake Merritt BART labor - construction & closeout			\$1,218,786	\$1,218,786	\$1,218,786	\$3,656,357
Lake Merritt BART Labor - Construction Management			\$1,553,000	\$1,553,000	\$777,000	\$3,883,000
16th St. Plaza - BART Labor - Design Phase	\$675,000	\$1,018,000				\$1,693,000
16th St. Plaza - BART Labor - Construction Support & Closeout			\$593,000	\$623,000	\$612,000	\$1,828,000
Subtotal						\$13,517,401
Mobility Hubs – Real Time Displays						
Project Management	\$25,000	\$20,000				\$45,000
Engineering	\$85,000	\$35,000				\$120,000
Construction Management	\$150,000	\$85,000				\$235,000
Subtotal						\$400,000
Mobility Hubs – Wayfinding						
Exterior Wayfinding - Project Manager	\$100,000	\$100,000	\$100,000	\$100,000	\$50,000	\$450,000
Interior Wayfinding - Project Manager	\$100,000	\$100,000	\$100,000	\$75,000		\$375,000
Interior Wayfinding - Design Engineering Project Manager	\$450,000	\$100,000	\$50,000			\$600,000

Direct Cost	Personnel Amount by Year					Total
	1	2	3	4	5	
Interior Wayfinding - Construction Project Manager	\$50,000	\$750,000	\$750,000	\$100,000		\$1,650,000
Subtotal						\$3,075,000
Mobility Hubs – Bus Shelters						
Project Manager	\$5,000	\$20,000	\$20,000	\$20,000	\$20,000	\$85,000
Subtotal						\$85,000
Mobility Hubs – Construction Outreach						
Outreach @ 10 stations over the period of performance	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
Subtotal						\$100,000
Ebike Incentives						
Project Manager @ \$192.19 / hour with salary increases (2.5 hours/week)	\$24,985	\$25,984	\$27,023	\$28,104	\$29,229	\$135,325
CCTA Senior Accountant (40 hours/year)	\$5,019	\$5,220	\$5,429	\$5,646	\$5,872	\$27,187
CCTA Director, Mobility Programs (10 hours/year)	\$1,873	\$1,948	\$2,026	\$2,107	\$2,191	\$10,144
Subtotal						\$172,656
Bikeshare Docking Station Electrification						
Project Manager @ \$148,038/yr, 1.5 FTE, plus MTC employer 4.8% max annual cost of living adjustment	\$222,057	\$232,715	\$243,886	\$255,592	\$267,861	\$1,222,111
Subtotal						\$1,222,111
Pb+E Community Mobility Ambassador Program						
Project Manager \$148,038/yr, 1 FTE, plus MTC employer 4.8% max annual cost of living adjustment	\$148,038	\$155,144	\$162,591	\$170,395	\$178,574	\$814,742
Subtotal						\$814,742
Grant Administration and Full Project Evaluation						
Project Manager \$148,038/yr, 0.5 FTE, plus MTC employer 4.8% max annual cost of living adjustment	\$74,019	\$74,019	\$74,019	\$74,019	\$74,019	\$370,095
Subtotal						\$370,095
TOTAL						\$24,795,592

*Preferred Path of Travel = The project aims to support clear, predictable bicycle access between the edge of BART property to station platforms and bicycle parking.

Fringe Benefits

MTC's Fringe benefits include:

- Healthcare options (medical, dental and vision) for staff and dependents
- CalPERS Public Employees Retirement System (PERS) pension
- Twelve paid holidays, plus vacation, sick and personal business leave
- Pre-tax FSA and dependent care accounts
- Monthly transit/parking subsidy
- Agency-paid Life, AD&D, Short-term and Long-term Disability Insurance

Direct Cost	Fringe Benefits Amount by Year					Total
	1	2	3	4	5	
Bikeshare Docking Station Electrification						
Benefits @ \$62,916 / year, 1.5 FTE	\$94,374	\$94,374	\$94,374	\$94,374	\$94,374	\$471,871
Overhead \$105,477 / year, 1.5 FTE	\$158,215	\$158,215	\$158,215	\$158,215	\$158,215	\$791,077
Subtotal						\$1,262,948
Pb+E Community Mobility Ambassador Program						
Benefits @ \$62,916 / year, 1 FTE	\$62,916	\$62,916	\$62,916	\$62,916	\$62,916	\$314,580
Overhead \$105,477 / year, 1 FTE	\$105,477	\$105,477	\$105,477	\$105,477	\$105,477	\$527,385
Subtotal						\$841,965
Grant Administration and Full Project Evaluation						
Benefits @ \$62,916 / year, 0.5 FTE	\$31,458	\$31,458	\$31,458	\$31,458	\$31,458	\$157,290
Overhead \$105,477 / year, 0.5 FTE	\$52,738	\$52,738	\$52,738	\$52,738	\$52,738	\$263,692
Subtotal						\$420,983
TOTAL						\$2,525,895

* Note: BART's fringe benefits are part of their personnel costs and cannot be separated out.

Travel

Direct Cost	Travel Amount by Year					Total
	1	2	3	4	5	
Ebike Incentives						
Travel to Marketing events, up to two per year: Mileage for travel: \$.67/mile (with est. yearly increases) for travel from CCTA to various sites near project areas, approx. 60 miles roundtrip	\$80	\$82	\$84	\$85	\$88	\$419
Subtotal						\$419
TOTAL						\$419

Equipment

Direct Cost	Equipment Amount by Year					Total
	1	2	3	4	5	
Mobility Hubs – Bike Access						
Lockers	\$495,000					\$495,000
Stairway Channel Fabrication			\$180,000	\$180,000		\$360,000
Subtotal						\$855,000
Mobility Hubs – EV Charging						
Dual-port EV chargers, 192 @ \$15,000	\$2,880,000					\$2,880,000
Electrical equipment, \$250,000 per station	\$500,000	\$500,000	\$250,000			\$1,250,000
Subtotal						\$4,130,000
Mobility Hubs – Real Time Displays						
Displays/Brackets/Electrical	\$300,000	\$100,000				\$400,000
Subtotal						\$400,000
Bikeshare Stations						
E-bikes: 508 e-bikes @ \$3,700 each	\$1,879,600					\$1,879,600
Non-Charging Stations: 35 stations @ \$45,000 each	\$1,575,000					\$1,575,000
Installation Fees: 35 stations @ 10k each	\$350,000					\$350,000
Subtotal						\$3,804,600
Bikeshare Docking Station Electrification						
Charging station hardware, 7 @ \$55,000 per station	\$385,000					\$385,000
Subtotal						\$385,000
TOTAL						\$9,574,600

Contractual

Direct Cost	Contractual Amount by Year					Total
	1	2	3	4	5	
Mobility Hubs – Bike Access						
Preferred Path of Travel Design		\$875,000				\$875,000
Stairway Channel Design		\$300,000				\$300,000
Preferred Path of Travel Construction			\$250,000	\$375,000	\$250,000	\$875,000
Subtotal						\$2,050,000
Mobility Hubs – EV Charging						
Design, civil, electrical, trenching, installation; \$735,000 per station	\$1,470,000	\$1,470,000	\$735,000			\$3,675,000
DC Fast Charging	\$1,500,000					\$1,500,000
16 th St. EV Service Provider - charger hardware and installation	\$12,500					\$12,500
16 th St. EV Service Provider - make-ready equipment	\$30,000					\$30,000
Subtotal						\$5,217,500
Mobility Hubs – ADA						
Exterior Accessibility Improvement Program (AIP) - installation		\$1,000,000	\$1,000,000	\$750,000	\$40,000	\$2,790,000
Interior AIP - installation		\$1,000,000	\$1,000,000	\$750,000	\$75,000	\$2,825,000
Subtotal						\$5,615,000
Mobility Hubs – TOD Plazas						
Lake Merritt Design consultant contract	\$1,816,567	\$1,816,567				\$3,633,134
Lake Merritt Construction contract			\$9,077,964	\$9,077,964	\$6,061,964	\$24,217,891
Lake Merritt Construction management contract			\$903,000	\$903,000	\$602,000	\$2,408,000
16th St. Plaza - Design Contract	\$1,291,000	\$1,355,000				\$2,646,000
16th St. Plaza - Construction Contract			\$2,194,000	\$2,304,000	\$1,210,000	\$5,708,000
16th St. Plaza - Construction Management Contract			\$1,176,000	\$1,236,000	\$648,000	\$3,060,000
Subtotal						\$41,673,024
Mobility Hubs – Real Time Displays						
Construction - Installation	\$420,000	\$140,000				\$560,000
Subtotal						\$560,000
Mobility Hubs – Lighting						
Materials and Labor (between \$150k - \$300k/station)	\$800,000	\$450,000	\$600,000			\$1,850,000
Subtotal						\$1,850,000
Mobility Hubs – Wayfinding						
Exterior Wayfinding - installation	\$235,000	\$500,000	\$500,000	\$500,000	\$50,000	\$1,785,000
Interior Wayfinding - installation		\$2,000,000	\$2,000,000	\$375,000		\$4,375,000
Subtotal						\$6,160,000
Mobility Hubs – Bus Shelters						
Fabrication of perforated metal art panels		\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Subtotal						\$400,000
Mobility Hubs – Construction Outreach						
Outreach @ 10 stations over the period of performance	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	\$900,000
Subtotal						\$900,000
Ebike Incentives						

Direct Cost	Contractual Amount by Year					Total
	1	2	3	4	5	
E-bike incentives (2,608) for income-qualified program participants. \$1,000 for a standard e-bike and \$1,500 for a cargo or adaptive e-bike	\$717,750	\$896,500	\$896,500	\$537,625	\$537,625	\$3,586,000
Safe Biking Accessory incentive (2,608) of \$150 for a helmet, lock, and front & rear lights for those who purchase an e-bike	\$86,130	\$107,580	\$107,580	\$64,515	\$64,515	\$430,320
Contractor to issue 200 e-bike rebates per year (100 per station) in the amount of \$1,000 each. Includes \$1 per rebate fee from check provider	\$200,200	\$200,200	\$200,200	\$200,200	\$200,200	\$1,001,000
Subtotal						\$5,017,320
Bikeshare Stations						
Station Siting Support - Consultant to support Cities in location selection for new stations; \$20,000 @ 35 stations	\$350,000	\$350,000				\$700,000
Subtotal						\$700,000
Bikeshare Outreach						
Bi-monthly outreach events @ \$3,000 per event in 7 station areas, including cost escalation @ 6%	\$504,000	\$534,240	\$566,294	\$600,272	\$636,288	\$2,841,095
500 Memberships in 7 station areas @ \$150 / annual membership plus \$10/month ebike credit (\$270 total), including up to 4% increase in membership fee (allowed in current MTC contract with Lyft)	\$945,000	\$966,000	\$987,840	\$1,010,554	\$1,034,176	\$4,943,569
Subtotal						\$7,784,664
Bikeshare Docking Station Electrification						
Civil, electrical and trenching work; \$70,000 per station	\$490,000					\$490,000
Subtotal						\$490,000
Grant Administration and Full Project Evaluation						
Surveying and reporting (intercept, digital)	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Subtotal						\$1,000,000
TOTAL						\$79,417,508

Other

Direct Cost	Other Amount by Year					Total
	1	2	3	4	5	
Mobility Hubs – Bus Shelters						
Artist services		\$50,000				\$50,000
Subtotal						\$50,000
Ebike Incentives						
Marketing costs including webpage management, 3 paid social media ads/year, development of graphics and print materials	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Subtotal						\$75,000
Pb+E Community Mobility Ambassador Program						
Community Mobility Grants (10		\$400,000				\$400,000

Direct Cost	Other Amount by Year					Total
	1	2	3	4	5	
grants for 10 stations at \$40,000/station) for Activation Projects						
Training and Knowledge Platform (virtual and in-person Workshops)		\$300,000				\$300,000
Subtotal						\$700,000
TOTAL						\$825,000

Expenditure of Awarded Funds

MTC staff use project management tools to coordinate partnerships and ensure timely delivery of outputs. The Coalition will meet regularly over the course of the grant period and MTC will support Coalition members in task development and completion and troubleshooting any challenges that arise. MTC has a large finance department that tracks monthly revenues and expenditures for all fund sources throughout the agency. MTC finance staff provide monthly expenditure reports to project managers who have access to revenue and expenditure information through the agency's financial system. Project managers review and approve reports and invoices and retain their own budget tracking for each agreement and subcontract they manage. Project managers can check their own records against MTC's larger tracking system and work to reconcile any unexpected discrepancies. Additionally, MTC undergoes an annual third-party audit. Lastly, MTC has decades long experience with being the primary grant recipient and passing grant funds to partners. MTC does so annually to support partner applications for the California Department of Transportation's (Caltrans) Sustainable Transportation Planning Grant Calls for Projects. One of the grant categories, Strategic Partnerships, requires the region's metropolitan planning organization, which MTC is for our region, to be the lead applicant. For awarded Strategic Partnerships projects, MTC enters into funding agreements with Caltrans and the project partners to transfer funds as well as to ensure the project adheres to the scope, schedule, and budget.

Reasonableness of Cost

The Project budget reflects inflation and the cost of labor, construction and materials which have all significantly risen in the Bay Area since 2020 and the COVID-19 pandemic. While some prices have begun to show signs of softening, the increasing demand for construction will keep materials and labor costs high through 2024 and 2025,¹ especially in major metropolitan areas like the San Francisco Bay Area.² Since the majority of the Project budget is for multi-modal capital improvements, the Project reflects the actual costs of construction projects. Additionally, personnel costs reflect fair labor, prevailing wage/unionized jobs, in compliance with the policies adopted by the Coalition member agencies and organization, the California Labor Code and federal law.

Given the high costs of labor and materials, the Project is delivering a cohesive set of improvements designed to improve customer experience, placemaking, safety, and accessibility, and enable walking and biking connections to transit, shifting trips from single occupancy vehicles to sustainable and healthy ones to lower GHG emissions. The improvements to current stations and the expansion of ebike options are comparable in cost to the delivery of similar projects in the region. In particular, MTC is the recipient of a California Air Resources Board (CARB) Mobility Options grant to pilot mobility hubs in three affordable housing communities in the Bay Area. The project was originally awarded \$2.25 million to implement electric vehicle (EV) chargers for electric carshare as well as provide discounts and conduct outreach in each of the three communities with a total of 1,800 households.³ Due to historic disinvestment in

¹ <https://www.constructiondive.com/news/falling-material-prices-expected-reverse-course/651744/>.

² <https://www.globest.com/2024/02/21/construction-costs-expected-to-increase-as-much-as-6-this-year/?slreturn=20240225210452>.

³ Additional background on the Car Sharing and Mobility Hubs in Affordable Housing Pilot Project here:

disadvantaged communities, capital improvements are costly, especially those involving electrical upgrades for EV chargers and bicycle infrastructure. In response, CARB increased the budget to \$3 million for a five-year project. The outreach and incentive budget for the project is approximately \$720,000.

Comparatively, this Project will reach 20,000 households with an income of 200% of the federal poverty level or less, in addition to thousands of others who live in the Project areas outside of this income category. The Project will not only install EV chargers and bike infrastructure, but also wayfinding, ADA improvements, real time displays, lighting improvements, bus shelters, community plazas, and bikeshare ebikes and stations – at 10 mobility hubs. Outreach and incentives include discounts on bikeshare, transit and personal ebikes for a total budget of \$11 million. The estimated cost to scale the CARB-funded pilot program to 20,000 households, implementing only two components - EV chargers and bike infrastructure - would be \$33 million, with an additional \$7 million for outreach and incentives. Adding the remaining seven capital improvement components outlined in the Project (wayfinding, ADA improvements, real time displays, better lighting, bus shelters, community plazas, and bikeshare ebikes and stations), the \$117.2 million proposed budget for a complete set of improvements at 10 mobility hubs, implemented at the same time, is consistent with the cost of implementing large scale capital projects in disadvantaged communities in the Bay Area. The Project budget reflects the costs of construction and equipment will not need additional funds to complete the scope in the 5-year timeline.