

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: NANCY ADAMS, TRANSPORTATION PLANNER
RACHEL EDE, DEPUTY DIRECTOR TRANSIT
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
SUBJECT: 2021 SONOMA COUNTY TRANSPORTATION AUTHORITY
(SCTA) FUNDING PROGRAM CALL FOR PROJECTS (FY 23
THROUGH FY 27) – PROJECT PRIORITIES LISTS AND
APPLICATION AUTHORIZATION

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, approve the list of project priorities and authorize the Assistant City Manager to submit project applications consistent with that list, including all required documents and agreements (subject to approval as to form by the City Attorney), to the Sonoma County Transportation Authority (SCTA) for consideration in the 2021 SCTA Funding Program Call for Projects (FY 23 through FY 27).

EXECUTIVE SUMMARY

This resolution will approve the lists of project priorities and authorize the Assistant City Manager to submit project applications consistent with that list, including all required documents and agreements (subject to approval as to form by the City Attorney), to the SCTA for consideration in the 2021 Funding Program call for projects (FY 23 through FY 27).

This resolution supports the following Council goals and priorities: #2 – housing and affordable housing, #3 - fiscal stability funding and services, #4 - economic resiliency, and #6 - climate change. The range of transportation investments included in the priority lists will help the city moving forward in achieving these Council priorities.

BACKGROUND

1. The SCTA intends to develop a coordinated five-year funding strategy of an estimated \$70.0 million in funding to member agencies over the course of the next year.

2. In June 2021, the SCTA recognized a number of transportation fund sources will be available in a compressed period of time and identified the need for the 2021 SCTA Funding Program call for projects to ensure resources are well-coordinated and directed to the highest priority projects in the county.
3. The initial programming focus is for the State Transportation Improvement Program (STIP) in order to meet the Metropolitan Transportation (MTC) and the California Transportation Commission (CTC) deadlines in September/October 2021; however, the call for projects asks project sponsors to identify the highest priorities in each jurisdiction in order for SCTA to strategically program the best projects within the various fund sources available.
4. On August 9, 2021, the SCTA released a call for projects. Applications are due to the SCTA on September 16, 2021. On October 11, 2021, the SCTA Board will review the submitted projects and priorities from each jurisdiction and award STIP funds to the recommended projects.
5. SCTA is requesting that project sponsors submit their top five priority projects, with an eye to the STIP programming first (\$5.2 million total available), but with the understanding that priorities will also be considered for the other sources of funding. STIP funds will be programmed for two different funding cycles as shown on the table below. Transit operators (CityBus) may also submit up to five priorities.
6. All projects should advance both the goals of the MTC (Plan Bay Area 2050) - equity, resilience and interrelated elements of housing, transportation, economy and environment and the SCTA Comprehensive Transportation Plan (CTP) - connected and reliable, safe and well maintained, community oriented and place based and zero emissions and are subject to the requirements and guidelines of the respective funding program.
7. While most of the funding sources are competitively awarded, if we assume that Santa Rosa's share of the \$68.3 million is roughly 34 percent based on our population share, then over the five-year period Santa Rosa should be awarded approximately \$23.2 million.

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8. Below is the list of available funding sources that will be programmed over the five-year period:

Funding Source	Funding Type	Estimate Amount (Millions)	Funds Available
One Bay Area Grant 3 (OBAG3)	Federal	\$25.0	FY23-27
State Transportation Improvement Program (STIP)	State/Federal	\$2.9	FY26-27
STIP (CRRSAA)	Federal	\$2.3	FY22
SB1 Local Partnership Program (LPP) Incentive (one time funding)	State	\$5.0	FY22
LPP	State	\$2.0	FY22-24
TDA3	State	\$3.7	FY23-27
TFCA	State	\$2.6	FY23-27
Go Sonoma	Local	\$20.0	FY26-27
Regional Mitigation Fee (Rohnert Park, Cotati area only)	Local	\$4.8	TBD
	Total	\$68.3	

PRIOR CITY COUNCIL REVIEW

On June 5, 2012, the City Council, by Resolution No. 28116, approved the Climate Action Plan.

On September 18, 2012, the City Council, by Resolution No. 21888, approved the North Santa Rosa Station Area Specific Plan.

On October 18, 2016, the City Council, by Resolution No. 28874, approved the Roseland Area Sebastopol Road Area Specific Plan.

On June 26, 2018, the City Council, by motion, approved the submittal of the BUILD grant application requesting \$14.0 million for the Hearn Avenue interchange.

On March 12, 2019, the City Council, by Resolution No. 2019-207, approved the Bicycle and Pedestrian Master Plan Update 2018.

On July 9, 2019, the City Council, by Resolution No. 2019-094, approved the Southeast Greenway Plan.

On October 13, 2020, the City Council, by Resolution No 2020-159, approved the Downtown Station Area Specific Plan.

On August 17, 2021, the City Council, by Resolution No. 2021-146, approved the Active Transportation Program (ATP) grant from MTC for \$12.0 million towards the construction phase of the Highway 101 Bicycle and Pedestrian Overcrossing.

On September 2, 2021, staff will meet with the Mayor, Council member Fleming and Alvarez to discuss the draft lists of project priorities.

ANALYSIS

1. The projects in the draft priority lists were all identified in the Area Specific Plans and other advanced planning documents. These projects were then ranked based on the following criteria:
 - Priority Development Areas (PDAs) and Opportunity Zones (OZ)
 - Diversity, Equity, and Inclusivity
 - Housing Strategy/Downtown
 - Climate Change
 - Financial Stability/Economic Development
 - Recovery and Resiliency
 - Catalytic

(See Attachment 1)
2. Roadway, bicycle and pedestrian projects were ranked in order based on how well they achieved the ranking criteria listed above and were grouped by the following categories reflecting City Council goals:
 - Downtown/Housing
 - Climate Change

- Bicycle and Pedestrians/Climate Change
- Resiliency and Economic Recovery – Regional Highway 101
- Southeast Multi Modal Resiliency Corridor

Transit projects were identified based on eligibility for the funding sources included in the Call for Projects and prioritized based on the ranking criteria described above as well as considerations related to the required timing/phasing of implementation.

3. To comply with the SCTA application process which caps the number of project priorities a member agency can submit, Exhibit A to the Resolution (Table 1) includes five (5) project priorities for roadway, bicycles and pedestrians infrastructure investments and Exhibit B to the Resolution (Table 2) contains four (4) priorities for transit projects. Both of these tables reflect comments from the Council members.
4. Another consideration in selecting projects is how well they would compete in the various funding programs. For example, the Hearn Avenue interchange and 4th Street at Farmers Lane intersection would be the two most competitive projects for the STIP funding, and the Bicycle and Pedestrian Overcrossing would compete well for the OBAG3 funding.
5. Another important consideration in selecting projects is the state of delivery. Projects that are shovel ready awaiting funds to complete the construction phase are quite competitive. The Hearn Avenue interchange pending funding is ready to start construction October 2022, the Highway 101 Bicycle and Pedestrian Overcrossing pending funding will be ready to start construction in 2023 and the 4th Street at Farmers Lane intersection should be ready for construction in 2026.
6. Proposed Project Priorities – Roadway, Bicycle and Pedestrian (Exhibit A/Table 1)

Below are the five priorities and the related transportation investment portfolios for each, the total funding request, and the ranking score. Ranking was based on a category score between 1 and 3 with a total eligible score of 21. Table 1 provides more details on the project priorities.

A. Bicycle and Pedestrian Connections/Climate Change

Investment Portfolio Project Phases - (\$9.2 million funding request) – Rank Score 19.5

Priority First Phase Bike Pedestrian Projects – Highway 101 Bicycle and Pedestrian Overcrossing and high priority pedestrian improvements identified in the Annexation area based on City/County Agreement – walkways Pierson Street from Third Street to Santa Rosa Creek bridge and Rose Avenue from Lilac Drive to Burbank Avenue and Sebastopol Road.

B. Downtown Connectivity to Support Housing Density Intensification

Investment Portfolio Project Phases – (\$5.0 million funding request) – Rank score 18

Downtown circulation enhancements and pavement rehabilitation for housing and transit - Third Street @ B Street - add southbound right turn lane, Mendocino Avenue – Fourth Street to Tenth Street – striping modifications and Dutton Avenue/Sebastopol Road - dual eastbound lefts.

C. Climate Adaptation, Technology and Innovative Solutions (Transportation Initiatives)

Investment Portfolio Project Phase - (\$1.5 million funding request) – Rank Score 17

Bike Share/scooter share/bike parking/Vison Zero (VZ)/Safe Routes to School (SR2S)/Intelligent Transportation System (ITS) - implement annual programming through the five-year planning window to develop and manage key education and safety programs identified in the Climate Action Plan and the Bicycle and Pedestrian Master Plan Update 2018.

D. Regional - Resiliency and Economic Development Highway 101 Corridor Interchange

Investment Portfolio Project Phase – (\$10.3 million funding request) – Rank Score 17

Hearn Avenue interchange and Hearn Avenue class, I pathway and pavement rehabilitation - Corby Avenue and SMART multi use pathway.

E. Southeast Santa Rosa Multi Modal Resiliency Corridor Enhancements

Investment Portfolio Project Phase – (\$5.4 million funding request) – Rank Score 13

Fourth Street at Farmers Lane intersection modifications.

7. Proposed Project Priorities – Transit (Exhibit B/Table 2)

The transit projects proposed for submission to the Call for Projects include:

- A. Downtown Santa Rosa Transit Facility Study (\$200,000 funding request):
This study would complement and implement Downtown Station Area Specific Plan recommendations related to the Transit Mall, including evaluating the location of downtown transit facilities and identifying options infrastructure to expand the Transit Mall, improve connectivity to the Downtown SMART Station, improve multi-modal connections, and ensure effective transit operations and level of service for all transit operators serving downtown Santa Rosa in light of planned downtown development.

- B. Battery Electric Bus (BEB) Charging Infrastructure Phase 1B (\$245,000 funding request): Funds the installation of two additional dual-port battery-electric bus chargers to complete the first phase of CityBus' BEB charging infrastructure, supporting charging of nine BEBs.

- C. Battery Electric Bus Charging Infrastructure Phase 2 (\$1.7 million funding request): Funds implementation of an expanded BEB charging location at the MSCS yard and an additional five dual-port chargers to support further transition of CityBus' fleet from diesel to electric buses. Approximately \$1.2 million of the proposed project funds the expanded charging area, with approximately \$500,000 supporting purchase of the five chargers.

- D. Diesel to Electric Bus Replacement - 2011 Fleet (\$3 million funding request): Provides gap funding for conversion for the seven-bus 2011 fixed-route fleet to BEBs. The 2011 fleet is due for replacement in 2023.

FISCAL IMPACT

Expected/secured funding sources for the Bicycle and Pedestrian Overcrossing, Hearn Avenue interchange and Electric Bus Replacement projects have been identified. No general funds will be used to complete these two projects. The remaining projects will also not use general funds.

ENVIRONMENTAL IMPACT

The Highway 101 Bicycle and Pedestrian Overcrossing Project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and distributed for the required 30-day public review period on June 22, 2020. The Project has also been reviewed pursuant to the National Environmental Policy Act (NEPA) and qualifies for a Categorical Exclusion. The Categorical Exclusion (CE) and the IS/MND for the project were certified in March 2021. The Hearn Avenue interchange also has both a CEQA and NEPA review. All remaining projects in the priority list will need to complete environmental review as part of the project development.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – Preliminary Ranking of City of Santa Rosa Projects
- Resolution / Exhibits A & B – Project Priorities Lists

CONTACT

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