

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: RACHEL EDE, DEPUTY DIRECTOR – TRANSIT
NANCY ADAMS, TRANSPORTATION PLANNER
TRANSPORTATION AND PUBLIC WORKS
SUBJECT: AUTHORIZATION TO PARTICIPATE AS A JOINT APPLICANT IN
TWO GRANT APPLICATIONS TO THE AFFORDABLE HOUSING
AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FOR
THE ROSELAND VILLAGE HOUSING PROJECT AND SRJC
STUDENT HOUSING AND SUSTAINABLE TRANSPORTATION
PROJECT

AGENDA ACTION: RESOLUTIONS

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by two separate resolutions (one for the Roseland Village Housing Project and one for the SRJC Student Housing and Sustainable Transportation project), 1) authorize submission of an application to Round 5 of the Affordable Housing and Sustainable Communities (AHSC) Program, 2) authorize the Assistant City Manager to execute the AHSC Program Application Package and Program Documents necessary to affect the application, and 3) authorize the Assistant City Manager to execute a State of California Standard Agreement and all other required documents necessary to secure AHSC funds for any approved projects.

EXECUTIVE SUMMARY

The Affordable Housing and Sustainable Communities (AHSC) program is a greenhouse gas reduction program administered by the California Strategic Growth Council and implemented by the California Department of Housing and Community Development. The AHSC program provides funding for affordable housing projects and related transportation improvements that make it easier for residents to walk, bike, or take public transit. The City of Santa Rosa has been asked to partner with Sonoma-Marín Area Rail Transit (SMART) and two affordable housing developers (MidPen Housing and the Santa Rosa Junior College) to jointly apply for AHSC funds in the current round of funding to support housing development and sustainable transportation projects within Santa Rosa. AHSC applications are being prepared for the Roseland Village Housing Project by MidPen Housing, and the SRJC Student Housing and

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Sustainable Transportation Project by the Santa Rosa Junior College. The Transportation and Public Works Department seeks Council approval to participate in these applications and apply for AHSC funding for transportation improvements that complement these two housing projects by supporting bicycling, walking, and use of transit.

BACKGROUND

The AHSC program is funded by auction proceeds from California's Cap-and-Trade emissions reduction program. The California Strategic Growth Council (SGC) and Department of Housing and Community Development (HCD) have approximately \$550 million in AHSC funding available in the current funding round. The AHSC Program funds housing and transportation projects that will achieve GHG emissions reductions by increasing accessibility to affordable housing and key destinations via low-carbon transportation, resulting in fewer vehicle miles traveled (VMT) and/or mode shift to transit, bicycling or walking.

Eligible activities include the following:

- Affordable Housing Developments
- Housing-Related Infrastructure
- Sustainable Transportation Infrastructure
- Transportation-Related Amenities
- Program Costs (including active transportation, transit ridership, or workforce development programs)

The City has been asked to partner with housing developers on two separate AHSC grant applications: the Roseland Village Housing Project (MidPen Housing) and the Santa Rosa Junior College Student Housing and Sustainable Transportation Project (SRJC).

PRIOR CITY COUNCIL REVIEW

Not applicable.

ANALYSIS

Both the Roseland Village Housing Project and the SRJC Student Housing and Sustainable Transportation Project support Tier 1 City Council priorities related to housing and climate action, as well as the Council goal to invest in and sustain infrastructure and transportation. Both projects are located in Priority Development Areas and are consistent with Plan Bay Area 2040, the region's Sustainable Communities Strategy.

The two AHSC projects and related City-sponsored transportation improvements are summarized below. The proposed City-sponsored transportation improvements meet

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AHSC guidelines and reflect priorities identified in Council-adopted plans including the Bicycle and Pedestrian Master Plan, Santa Rosa CityBus Short-Range Transit Plan, Housing Action Plan, Roseland Specific Plan, Downtown Station Area Specific Plan, North Santa Rosa Station Area Specific Plan, and Climate Action Plan.

Roseland Village Housing Project

Roseland Village received Tentative Map and Density Bonus approval from City Council in June 2019, for a total of 175 rental units and several community features including a space for community activities, a Mercado food hall, and a public plaza. MidPen Housing is requesting \$19,665,762 in AHSC funds to support housing development as well as \$620,616 for construction of bicycle and pedestrian infrastructure within the Roseland Village site. The project budget additionally includes \$4,625,000 for SMART to support expansion of rail service to Windsor, \$375,000 to fund passenger amenities at the Windsor SMART Station, and \$225,000 to connect the SMART multi-use path to Third Street. A total of \$3,920,000 is included for the City of Santa to fund the following projects:

- Traffic signal at Third Street and the SMART multi-use path to fill an existing gap in pedestrian and bicycle access to the SMART station (\$850,000)
- Pedestrian gap closures on Corby Avenue between Baker Avenue and Cottonwood Drive (\$400,000)
- CityBus Route 15 pilot frequency increase (from 60 to 30 minutes) for two-year period (\$720,000)
- CityBus battery-electric bus purchase (\$800,000)
- Enhanced transit amenities on CityBus Route 1 (Mendocino Avenue) and Route 2/2B (Sebastopol Road) high-frequency transit corridors, including additional shelter, seating, public information, lighting, and real-time bus arrival information; improvements to transit hubs in these corridors; and multi-modal wayfinding in the Downtown Santa Rosa/Downtown Station Area and Coddington Transit Hub/North Santa Rosa Station Area vicinities (\$1,150,000)

The project budget also includes \$60,000 to provide universal free access to the CityBus system for all Roseland Village residents over a three-year period.

The Third Street traffic signal and Corby Avenue pedestrian gap closures are new projects and would need to be added to the City's Capital Improvement Program (CIP). Attachment 1 provides a map showing elements of the Roseland Village Housing Project.

Santa Rosa Junior College Student Housing and Sustainable Transportation Project

The Santa Rosa Junior College (SRJC) has embarked on a public-private partnership to create affordable student housing in order to better serve its student population. The proposed development will be comprised of 263 units (housing 364 students) located at

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Armory Dr. and Elliott Ave. The project is 263 units, 262 of which will be affordable to students at or below 60% of area median income; 150 of the units will be affordable to students at or below 50% of area median income. The SRJC is seeking \$10,538,262 in AHSC funding to support sustainability features of the building such as LEED Gold certification, Zero Net Energy, Dual Plumb piping for using reclaimed water, and an enclosed Bike Hub.

The SRJC will additionally request \$150,000 to support traffic calming bicycle and pedestrian enhancements along Elliott Avenue; \$221,000 in program costs to fund a sustainable transportation associate, a bicycle training and safety program, and a student bicycle rental program; and \$249,600 to upgrade paratransit stops within the SRJC campus. The Sonoma Marin Rail Transit District (SMART) will request \$300,000 in AHSC funds for a partnership with the SRJC to implement an apprenticeship program for diesel mechanics and signal technicians.

The proposal includes a total of \$6,055,000 in funding for the following City of Santa Rosa projects:

- Highway 101 Bicycle and Pedestrian Bridge (\$5,000,000)
- Class IV bike lane along Elliott Ave from Armory Dr. to Mendocino Ave (\$250,000)
- Class II bike lanes on Armory Drive from Ridgway Avenue to Elliott Avenue (\$150,000)
- Improved bus stops along Mendocino Avenue and improvements to the Coddington transit hub, including ADA infrastructure improvements, sidewalk repairs, enhanced passenger amenities, real-time signage, and lighting (\$455,000)
- A transit and active transportation wayfinding signage program to increase connectivity between bus stops, the bicycle and pedestrian bridge, the North Santa Rosa SMART Station, and the existing bicycle and pedestrian networks (\$200,000)

The Highway 101 Bike and Pedestrian Bridge is an existing project that is currently under environmental review, with the design phase scheduled to begin in Fall 2020.

The Class II bike lanes on Armory Drive and the Class IV bike lane along Elliott Avenue are new projects and will need to be added to the City's Capital Improvement Program (CIP).

The SRJC is proposing to implement traffic calming projects and provide pedestrian enhancements on Elliott Avenue including the proposal of closing a segment of Elliott Avenue to eliminate pedestrian and vehicle conflicts and unite the campus. The proposed closing of Elliott Avenue is contingent upon City Council and SRJC Board approval.

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Attachment 2 provides a map of elements of the Santa Rosa Junior College Student Housing and Sustainable Transportation Project.

Application Requirements

The City has two options for participating in AHSC grant proposals: The City can 1) be a joint applicant with the housing developer and SMART and enter into a funding agreement with HCD (the "Standard Agreement") to directly receive AHSC funds, or 2) enter into an agreement with the housing developer or SMART to receive AHSC funds through a pass-through arrangement.

Participating in the AHSC grant applications as a joint applicant allows the City, if funding is awarded, to execute grant agreements and submit invoice requests directly to the State without having to utilize either the developer or SMART as a pass-through administrator. To file an AHSC grant application as a joint applicant, the State requires each applicant to submit a resolution from its governing body designating an authorized person to file the AHSC application and any required documents to allow for award of funds, and to execute a State of California Standard Agreement. The Standard Agreement is developed in collaboration with grantees following award of an AHSC grant based on the template provided in Attachment 3.

Per AHSC guidelines, joint applicants for the project will be held jointly and severally liable for the completion of the project. However, joint applicants may indemnify each other by entering into agreements with one another as to specific portions of the project.

If the City is a joint applicant for one or both projects, the attached resolution will be included in the application package for each project. Should one or both AHSC projects be awarded funding, the Transportation and Public Works Department will return to the Council for review and approval of the Standard Agreement, and will develop an agreement with the housing developer and SMART to cross-indemnify the parties relative to the joint and several liability provision.

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund. With the exception of the Highway 101 Bicycle and Pedestrian Bridge and the battery-electric bus purchase, all City-sponsored transportation projects identified in the two AHSC proposals will be fully funded by AHSC grant funds. The City expects to submit a grant application in June 2020 requesting an estimated \$10,000,000 from the SB1 Active Transportation Program for additional funding for construction of the Bicycle and Pedestrian Bridge. Any local matching funds will be drawn from Gas Tax or Capital Facilities Fees. AHSC funds for the battery-electric bus purchase will be matched with approximately \$100,000 in state Low Carbon Transit Operations Program (LCTOP funds).

ENVIRONMENTAL IMPACT

This Council action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guidelines Section 15378. Any future project will be subject to environmental review at such time that it is initiated.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Staff notified the Bicycle and Pedestrian Advisory Board (BPAB) that the City has been asked to be a co-applicant for both AHSC grant applications during the January 16, 2020 meeting.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – Roseland Village Project Map
- Attachment 2 – Santa Rosa Junior College Project Map
- Attachment 3 – State of California Standard Agreement Template
- Attachment 4 – SMART Board Resolution for Roseland Village AHSC Project
- Attachment 5 – SRJC Board Resolution for SRJC AHSC Project
- Resolutions

CONTACT

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