



CITY OF SANTA ANA 2016 FEDERAL AND STATE LEGISLATIVE PLATFORM



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CITY OF SANTA ANA

2016 FEDERAL AND STATE LEGISLATIVE PLATFORM

SANTA ANA CITY COUNCIL



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Ward 1



Councilmember David Benavides
Ward 4



Councilmember Michele Martinez
Ward 2



Councilmember Roman Reyna
Ward 5



Councilmember Angelica Amezcua
Ward 3



Councilmember Sal Tinajero
Ward 6

Table of Contents

| | |
|------------------------------------------------------------------------|----|
| INTRODUCTION..... | 3 |
| GUIDING PRINCIPLES | 3 |
| GOAL 1: COMMUNITY SAFETY | 4 |
| GOAL 2: YOUTH, EDUCATION, RECREATION..... | 5 |
| GOAL 3: ECONOMIC DEVELOPMENT | 6 |
| GOAL 4: CITY FINANCIAL STABILITY | 7 |
| GOAL 5: COMMUNITY HEALTH, LIVABILITY, ENGAGEMENT & SUSTAINABILITY..... | 9 |
| GOAL 6: COMMUNITY FACILITIES & INFRASTRUCTURE..... | 10 |
| GOAL 7: TEAM SANTA ANA..... | 15 |

INTRODUCTION

The Legislative Platform is a tool to protect and promote the City's interests on priority issues and legislative/regulatory matters that may impact the City. The Guiding Principles and Policy Statements below allow City staff and legislative advocates to address 2016 legislative and regulatory issues in a timely and directed manner, without precluding the consideration of additional legislative and budget issues that arise during the year. This Platform supplements other City Council established policies reflected in other plans and policy documents and is consistent with the goals of the City's Strategic Plan.

GUIDING PRINCIPLES

I. PRESERVE LOCAL CONTROL

Preserve and protect the City's charter powers, duties and prerogatives to enact legislation and policy direction concerning local affairs, and oppose legislation that preempts local authority. Local agencies should preserve and enhance authority and accountability for revenues raised and services provided.

II. PROMOTE FISCAL STABILITY

Support measures that promote fiscal stability, predictability, and financial independence. Support measures that preserve the City's revenue base and local control over local government budgeting. Oppose measures that make cities more dependent on the County, State or Federal Governments for financial stability, such as mandated costs with no guarantee of local reimbursement or offsetting benefits. Oppose measures that shift local funds

to the County, State or Federal Governments, without offsetting benefits.

III. SUPPORT FUNDING OPPORTUNITIES

Support opportunities that allow the City to compete for its fair share of regional, state and federal funding, and that maintain funding streams. Opportunities may include competitive grant and funding programs. Opportunities could also include dedicated funding streams at the regional, state and federal levels that allow the City to maximize local revenues, offset and leverage capital expenditures, and maintain City goals and standards.

IV. REGIONAL COLLABORATION AND COOPERATION

Leverage the City's ability to preserve local control, promote fiscal stability, and support funding opportunities through collaboration with municipalities, local government agencies, special districts, regional government agencies / organizations and local, state and federal elected representatives. Share the City's Legislative Platform and municipal projects / programs with regional government agencies and local, state, and federal elected representatives to seek their support.

Note: Items are ordered within each goal to align City of Santa Ana priorities with Federal and State priorities.

GOAL 1: COMMUNITY SAFETY

A safe and secure community is essential to the quality of life and economic success for the City of Santa Ana. The City is committed to a high level of public safety and working in partnership with the community to maintain a safe and secure City.

Body Cameras / COPS Funding (Police Dept.)

Support legislation which continuously provides funding for local police agencies to operate body worn camera programs. Any supported legislation should take into account, data storage costs, personnel costs and equipment in support of the administration of justice in criminal cases.

Homelessness (Community Development Agency)

Reprioritize existing affordable housing resources allocated through HUD and the Low-Income Housing Tax Credit Program and seek increased funding to provide housing for homeless individuals that is consistent with local and regional priorities, including:

- Increase permanent housing options linked to a range of supportive services
- Improve access to emergency shelter and rapid rehousing opportunities
- Improve data systems to centralize and coordinate information on homeless individuals
- Develop systems and organizational structures to connect homeless individuals

with employment-related supportive services.

Medical Marijuana (Planning and Building / Police Department)

Support legislation which maintains local control, considers critical health and safety requirements, provides for community education opportunities, and increases assistance and /or funding opportunities to municipalities that have adopted medical marijuana regulations to support enforcement of adopted operational standards. In addition, increase assistance and collaboration from federal agencies in investigating marijuana operations that are found to be associated with international drug trafficking organizations and engage in money laundering activities.

Gangs (Police Department)

Support state legislation that would make theft of a firearm grand theft and punishable by state prison.

Domestic Violence (Police Department)

Support legislation that increases the efficiency and effectiveness of protective orders to enhance the safety of domestic violence victims.

Safe Mobility (Police Department and Public Works Agency)

Increase local funding for infrastructure and programs that increase traffic and pedestrian safety in support of the City's Strategic Plan. While the City currently receives between \$300,000 and \$400,000 annually from the State of California's Office of Traffic Safety, federal funds have not been secured.

2016 LEGISLATIVE PLATFORM

The City is actively seeking funding to expand the installation and construction of safety infrastructure to protect pedestrians and bicyclists from motor vehicles on arterial and collector roadway corridors city-wide. The City has the fourth highest population density in the nation, and pedestrian and bicycle volumes are the highest in Orange County, and one of the highest in California. As a result, the City has one of the highest incidences of pedestrian and bicycle fatality and accident rates in California.

New funding would prepare projects for “shovel ready” delivery. Updated polices will be adopted to ensure all newly rehabilitated infrastructure meets new safety standards. Updated design standards will include new curb and roadway alignments that will elevate the priority of pedestrian and bicycle use on city streets, and will emphasize shared use of the public rights-of-way. Programs related to traffic and pedestrian safety, and enforcement and education are included. The estimated cost to construct the first city-wide phase of re-alignments is approximately \$5 Million.

Veterans (City Manager’s Office)

Advocate for social policy and increased funding to ensure veterans have adequate access to job training, employment opportunities, medical care, affordable housing, and mental health services in a dignified manner that honors their service and commitment to our country.

Immigration Reform (City Manager’s Office)

Recognizing the liberty and civil rights of all individuals regardless of national origin or immigration status, and to protect the well-being and safety of all people residing in our community, the City supports comprehensive federal immigration reform that provides sensible and effective solutions to secure our

boarders, ensure economic strength, and promote stronger communities.

GOAL 2: YOUTH, EDUCATION, RECREATION

Santa Ana enjoys a young, vibrant population. The City is committed to working with other youth-oriented organizations to make a full range of opportunities available so our children and young adults can achieve success in their lives.

Parks (Parks, Recreation and Community Services Agency)

Work with local state representatives to support the proposed State park bond and to add a program for joint-use funding.

The City of Santa Ana has been awarded a \$1,030,800 grant to develop a half-acre park at Memory Lane and the Santa Ana River, adjacent to the Vista Del Rio Housing Project.

Library (Parks, Recreation and Community Services Agency)

Advocate funding to address and support 1) bridging the digital divide 2) art and culture exhibits at public libraries to engage community to read and learn and appreciate art and culture 3) advancing literacy 4) career guidance for youth, and library programming for teens.

The Santa Ana Public Library was awarded a \$495,000 federal grant from the National Institute for Museum and Library Services for the Memories of Migration Program. Memories of Migration is a 3-year community memory program that builds on the Library’s unique Teen Historian Program to jump start the development of cultural heritage collections

2016 LEGISLATIVE PLATFORM

around the shared stories of human migration in America.

Seek joint-use and other funding opportunities to establish a community e-Library. This “Biblio Tech” leverages technology tools to help the public access library resources.

Collaborate with state and federal representatives to identify literacy program funding for collaborative efforts between the Library and the Santa Ana Unified School District.

Collaborate with state and federal representatives to identify opportunities to add a new Public Library in the south part of Santa Ana.

Santa Ana Zoo (Parks, Recreation and Community Services Agency)

Work with state and federal representatives to identify funding for climate change education to be provided at the Santa Ana Zoo.

GOAL 3: ECONOMIC DEVELOPMENT

Robust, successful businesses bring jobs and opportunity to the City and provide tax revenues for public services that benefit the entire community. The City of Santa Ana will work aggressively to encourage businesses to locate and invest in our community, providing good jobs, reducing unemployment and bolstering our City’s tax base.

Affordable Housing (Community Development Agency)

Seek increased funding for affordable rental housing, support homeownership programs, and improve the City’s housing stock through

funding from the Community Development Block Grant (CDBG) Program, the HOME Investment Partnership Program (HOME), and the City’s Housing Opportunity Ordinance. These programs improve the City’s housing stock while providing opportunities for affordable rental and ownership housing for residents within the City of Santa Ana.

Economic Development Initiatives (Community Development Agency)

Collaborate with the Governor’s Office of Business and Economic Development in support of ongoing economic initiatives and programs that provide direct technical and financial assistance to businesses looking to locate or expand in the City of Santa Ana. Programs such as California Competes Tax Credit, Sales and Use Tax Exemption, New Employment Hiring Tax Credit, Industrial Development Bonds, and the Employment Training Panel.

Goods Movement and Mobility (Public Works Agency)

Legislation is sought which values the Economic Development from improved goods movement and mobility to core Santa Ana industries. Goods movement would be enhanced by improving roadway infrastructure in and around the city’s industrial centers estimated to cost in the cost range of \$15 Million.

Enhanced Infrastructure Financing Districts (Community Development Agency)

Support and establish an Enhanced Infrastructure Financing District to issue bonds to fund infrastructure projects such as street improvements, highway interchanges, transit facilities, sewage treatment and water reclamation plants, low and moderate income housing, and transit priority projects, pursuant

to the infrastructure financing plan and the agreement of affected taxing entities. This will help fill a gap left with the dissolution of redevelopment agencies.

Housing Authority/Section 8 Voucher Program (Community Development Agency)

Seek increased funding for the Family Self-Sufficiency Program. The Santa Ana Housing Authority administers the Housing Choice Voucher Program (*Section 8*). As part of the program, families have the opportunity to voluntarily participate in the Family Self-Sufficiency Program to become independent from housing assistance. Participation in this program reduces housing assistance costs per family for the Housing Authority and allows the agency to assist new families off of the Waiting List.

Workforce Innovation and Opportunity Act (Community Development Agency)

On July 22, 2014, President Barack Obama signed into law the Workforce Innovation and Opportunity Act (WIOA) – designed to promote a job-driven public workforce system helping to strengthen the partnerships between Workforce Boards, businesses, and education. The City will work with the Congressional delegation, and the Departments of Labor, Commerce, and Education to support and implement WIOA with specific attention and emphasis on:

- Full funding for WIOA
- Support for local Workforce Boards and local control
- A single set of common performance measures for adults, dislocated workers and youth programs authorized under WIOA
- Continued work on alignment of all federal workforce programs in HUD, Health and Human Services, and Department of Education

HUD – Reauthorization (Public Works Agency)

Continue Community Development Block Grant (CDBG) to cover capital cost to improve city streets in economically disadvantaged areas. The improvements would reduce blight and improve residential neighborhoods. The need is approximately \$5 Million.

GOAL 4: CITY FINANCIAL STABILITY

It is essential that the City maintain fiscal stability to be able to deliver high quality services. This requires an effective and transparent financial system, accurate and reliable forecasting of revenues, an enhanced tax base, and control of expenses.

Medical Marijuana Taxation (Finance and Management Services Agency)

Monitor pending Assembly and Senate Bills:

- (Medical Marijuana Excise Tax - Senate Bill 987 (Senator McGuire) seeking to establish a state excise tax of 15 percent on the consumption or use of medical marijuana purchased from any retailer in California. Revenue allocation: 30% to the General Fund; 30% to the Bureau for grant program administration to distribute grants to local agencies that are affected by the regulation of medical marijuana activities pertaining to the cultivation of marijuana in violation of state law or local ordinance (upon appropriation by the Legislature); 20% to the Department of Parks and Recreation for the stewardship, operation, maintenance, and preservation of state park units, including units operated on behalf of the state by local or regional agencies or by nonprofit organizations (upon appropriation by the Legislature); 20% to counties for drug and

2016 LEGISLATIVE PLATFORM

alcohol treatment programs. Revenue impact: Annual revenue of \$251 million. With an operative date of January 1, 2018, this revenue would be reduced by half to \$125.5 million in fiscal year 2018-19.

- Marijuana Regulation and Safety Act (MMRSA) Amendment - Assembly Bill 1575 (Assembly Member Bonta) proposing term changes in the MMRSA requiring the Board of Equalization to create a working group to examine strategies including point-of-sale systems to improve financial monitoring of cannabis businesses and would create an enhanced financial monitoring certification for entities licensed under the MMRSA. Also, specifies a local ordinance that regulates cannabis or medical cannabis shall not require the consent of the Department of Food and Agriculture.
- Policing Authority for Medical Marijuana Cultivation - Senate Bill 435 (Senator Pan). An exemption from the medical marijuana licensing requirements; does not limit or prevent local government from exercising its police power authority.

Renewable Energy Grants (Finance and Management Services Agency)

Seek State of California and federal grants or already established funding streams for renewable energy opportunities for City facilities, fleet operations and citywide benefit where applicable:

- Solar Energy (photovoltaic arrays)
- Cogeneration within Civic Center facilities
- Ice Energy
- Chiller Replacement
- Backup Generator / Emergency replacement
- Alternative fuels vehicle and infrastructure

- Cap-and-Trade (funding for public buildings and infrastructure, i.e. transportation)

Receivership Actions (Planning and Building Agency)

Support legislation which would amend the California Health and Safety Code regarding municipalities' use of receivership actions. Specifically, revise Section 17980.7 to make the recovery of attorney's fees unilateral, rather than to the prevailing party.

Support legislation which would amend the California Health and Safety Code Section 17980.7 to allow for first priority of receiver's liens and recovery of City's attorney fees and costs from the receivership estate.

Support legislation which would remove the 3-day notice requirement and/or reduce the noticing requirement to service by certified mail.

Support legislation which would clarify that unpaid administrative fines can be recovered as special assessments.

Sales Tax (Finance and Management Services Agency)

Monitor anticipated Professional Services Tax Bill (Senator Hertzberg) replacing previous Senate Bill 8 which would likewise seek to extend the California state sales tax to impose a tax on services to increase revenues. Local jurisdictions would not be authorized to increase sales tax on services, as they are currently able to do. The additional revenues would be collected by the state, and the funds allocated to local government. Health care services, education services and small businesses with under \$100,000 of gross sales would be exempt from the sales tax on services.

The intent of the legislation is to generate an estimated \$10 billion to be used for K-14 education, UC/CSU systems. The bill's other possible impacts are that it may provide additional revenues to local governments and possibly lower personal income tax rates.

Internet Tax Freedom Forever Act (Finance and Management Services Agency)

On February 11, 2016 federal legislation, opposed by the City and California League of Cities, making the 18 year temporary moratorium on taxation of internet access permanent was appended to the Trade Facilitation and Trade Enforcement Act and passed.

To address defective definitional language incorporated in Permanent Internet Tax Freedom Act which could negatively impact the City's telecommunication services Utility Users' Tax (UUT), staff recommends the City adopt a comprehensive administrative ruling and interpretation of the City's UUT Code regarding the bundling of taxable and non-taxable telecommunication services, including internet access. Staff is currently working with the City's Professional UUT Consultants to arrive at a suitable administrative ruling and interpretation to be reviewed by the City Attorney and administratively adopted by the Executive Director of Finance and Management Services before August 31, 2016.

GOAL 5: COMMUNITY HEALTH, LIVABILITY, ENGAGEMENT & SUSTAINABILITY

A vibrant community is full of energy and life, characterized by investment in its people, its culture, and its physical environment. Our built environment has a direct effect on the community's overall quality of life. The task of community planning includes envisioning new commercial areas and new neighborhoods that enhance quality of life, as well as improving the neighborhoods we already have in order to create a sense of place and community. Essential to a vibrant community is strong community involvement, the celebration of arts and cultural diversity, and a focus on resource conservation.

Water Conservation (Public Works Agency)

Staff will continue to seek funding to facilitate water conservation efforts.

The State of California continues to experience severe drought conditions. Winter 2015 saw improved hydrologic conditions in parts of California. More rain and snow fell in Northern California as compared to Central and Southern California, yet, due to California's water conveyance systems, concerns over supply reliability have eased even in urban Southern California. Consequently, the City's 12% conservation standard has been adjusted by the State Water Resources Control Board and Governor Brown's May 9, 2016 Executive Order. The new order allows the City to define its individualized conservation standard based on its unique water supply and demand conditions. The City has evaluated its supply portfolio and although we have self-certified to the State a zero percent conservation target, because the drought is not over, the City has elected to reduce water usage by 3% and step down the Phase Two Water Supply Shortage to Phase One Water Supply Shortage allowing

2016 LEGISLATIVE PLATFORM

residents to water their lawns three days per week and keeping all permanent water conservation measures in full force.

In order to achieve the 3% water use reduction, the City will continue with its comprehensive drought outreach plan.

Health (Parks, Recreation and Community Services Agency)

Advocate for special grant monies for community outreach and education efforts to enhance the public awareness of preventing health issues such as obesity, diabetes, heart disease, and hypertension.

Mobility (Public Works Agency and Parks, Recreation and Community Services Agency)

Support legislation which increases funding and legal support for improved bicycle and pedestrian facilities.

Seek special grant monies for outreach and education efforts to enhance walking and biking safety in our town.

Residential Group Homes (Planning and Building Agency)

To protect residential neighborhoods, support legislation which promotes local control of residential groups homes including sober living facilities.

Sustainable Development (Planning and Building Agency)

Seek special grant monies for planning, outreach and education efforts to support sustainable development. Projects may include comprehensive planning efforts, zoning and

building code updates and specific planning efforts.

Engagement (Parks, Recreation and Community Services Agency and Planning and Building Agency and Neighborhood Improvement Program)

Seek special grant monies for community engagement. These grant monies may be used to support public outreach on a number of planning efforts including the City General Plan update, historic preservation programs and survey efforts as well as specific planning urban design projects. In addition, monies may be used to support the City's existing Neighborhood Improvement Program community engagement efforts.

Discuss with state and federal legislature representatives the need to find a funding stream to help the Santa Ana Public Library provide a 5-year effort to increase voter registration.

GOAL 6: COMMUNITY FACILITIES & INFRASTRUCTURE

The City of Santa Ana has the responsibility to install and maintain the basic facilities required for a community to operate including streets, sidewalks and bikeways, sanitary sewers, storm drains, water systems, public buildings and facilities, and collection of solid waste. The City also has an important advocacy role concerning mass transit and public utilities.

O.C. Streetcar (Public Works Agency)

Seek continued support for the OC Streetcar.

The project under consideration is a modern streetcar running from the Santa Ana Regional

2016 LEGISLATIVE PLATFORM

Transportation Center through Santa Ana's Downtown and Civic Center within mixed flow traffic in city streets and within the Pacific Electric right-of-way to Garden Grove. The OC Streetcar may be extended to the east at the SARTC, and could potentially connect with a OC Streetcar being planned by the City of Anaheim via Harbor Boulevard in Garden Grove. The streetcar will expand regional transportation system benefitting mobility and goods movement as well as providing expanded regional and local economic development opportunities.

The OC Streetcar has received environmental clearance, and is ready to begin final design. The project environmental analysis was completed including a locally preferred alternative. The final environmental approval was received on January 20, 2015.

Orange County Transportation Authority (OCTA) has become the lead agency for the project. OCTA will manage the project's final design, construction, operations, and maintenance. The OC Streetcar has been accepted into project development phase in the new starts Federal grant program.

The OC Streetcar alternatives are approximately four miles long with about twelve station stops in each direction. The proposed fleet size is six to seven cars with headway running ten minutes in peak conditions and fifteen minutes off peak. The ridership is expected to reach 6,000 daily boardings during its initial operation, and would result in a reduction of 2,165 vehicle miles traveled per day. The OC Streetcar ridership capacity could respond to increased use and could also expand and extend service. The project serves Santa Ana which is the fourth most densely populated city in the United States, and serves the City's densely populated communities, many of whom (17.8%) do not

own cars and currently use public transportation.

The estimated cost of the project is \$298 million. Potential Federal funding requests could be from a combination of Congestion Management and Air Quality (CMAQ) programs or New Starts/Small Starts programs totaling over \$200 million. If construction begins in Federal Fiscal Year 2016/17, the OC Streetcar Project could be operating by 2020.

Santa Ana Regional Transportation Center (Public Works Agency)

Seek funding to repair and upgrade the Santa Ana Regional Transit Center (SARTC). This regional rail facility serves to support an ever-increasing demand for inter - and intra - county rail services resulting from growth in population and employment in the surrounding areas. The SARTC station is the local passenger access location to the OCTA Metrolink Railroad and Amtrak connecting Orange County to other outlying areas of nearby regions, including Los Angeles, the Inland Empire, San Diego and beyond.

The SARTC facility is in dire need of bathroom expansion to support the increase station demands and upgrades to modernize them to today's American's with Disabilities Act standards. Other facility needs include improved access and pathways from the facility's perimeter and expanded passenger loading and unloading kiosks/stalls.

The estimated cost to complete these improvements is \$4 Million.

Santa Ana Regional Transportation Center First/Last Mile Connections (Public Works Agency)

The need exists to provide regional rail and bus passengers via SARTC the ability to seamlessly travel to and from the Civic Center, Downtown, the Museum District and other employment, cultural, commercial and educational centers.

Seek funding to plan and construct first and last mile travel connections including bike lanes and infrastructure, safe and accessible pedestrian routes, and convenient transit facilities. Infrastructure may include protected bike lanes, bike lockers and racks, new sidewalk and access ramps, upgraded bus shelters. Programs and planning efforts could include educational campaigns, travel safety advertisements, and community based complete streets planning.

Support Federal, State and regional funding programs and policies which would facilitate first and last mile connections, such as Active Transportation Program, Highway Safety Improvement Program, and the Compass Blueprint Program.

Grade Separations (Public Works Agency)

Grade separation projects allow incompatible mobility modes to intersect without impeding with one another. These types of projects work with existing transportation systems to greatly improve multimodal mobility and goods movement, and also result in reduced congestion, improved air quality, and reduced dependence on fossil fuels.

Three separate grade separation projects are in or have completed the conceptual engineering and environmental analysis phase. The three projects are located on Santa Ana Boulevard,

Grand Avenue, and 17th Street. The three currently intersect with railroad tracks carrying Amtrak and Metrolink commuter traffic, and Union Pacific Railroad freight cars.

- Daily rail traffic is now 75 trains per day and is expected to increase to 110 per day by the year 2035. The grade separation projects are essential to allow for future and current commuter and goods movement, and maintain and improve train, pedestrian and bicycle mobility, and safety.

The City of Santa Ana is the lead for the Santa Ana Boulevard project. This is a unique Grade Separation Plaza because it allows and encourages mass pedestrian and bicyclist traffic to safely cross rail tracks adjacent to the Santa Ana Regional Transit Center (Amtrak and Metrolink station). It would also allow for the extension of the OC Streetcar across the rail tracks without any additional infrastructure but the streetcar line.

- The Santa Ana Boulevard Grade Separation Plaza is estimated to cost \$73.3 million and the environmental clearance was completed September 2014. The environmental clearance places this project in 18th place on the state's priority list. The roadway carries over 20,000 vehicles per day within a very congested segment of roadway adjacent to an interchange with I-5 freeway. In addition, 54 school buses and 309 passenger buses cross the rail tracks. Staff seeks Federal funding support either through the Orange County Transportation Authority or independently for 100% of the project construction cost through Regional Surface Transportation Program, CMAQ, Demonstration, and Federal Section 130 funds.

OCTA has been the lead agency for the planning and environmental studies of the other two grade separations at (2) Grand Avenue and (3) 17th Street. It's anticipated that they will seek funding to implement those two projects.

Automated Meter Infrastructure (Public Works Agency)

The City supplies potable water to over 45,000 customer accounts which include all of the City's 324,000 plus residents, business, and institutions. All customer accounts are metered by traditional dummy meters which record water usage mechanically and are manually read every two months. The City is committed to pursuing Automated Meter Infrastructure (AMI) and converting all meters to new smart meters capable of detecting leaks and allows customers to manage their water consumption on a daily basis. The proposed system will have customer engagement which will generate notifications such as excessive water use, irregular consumption patterns, and most importantly water leaks. The system is planned to be completely wireless and accessible through the Web. This is a key water conservation project. The City has awarded a contract to perform a feasibility study and implementation plan. Full AMI conversion and implementation costs are estimated to be in the range of \$14 million. Staff will continue to seek funding for automated meter infrastructure.

Replacement Water Wells (Public Works Agency)

The City supplies up to 70% of water demand via a system of groundwater wells. A number of these wells are aging and no longer produce the quantity or quality of water they once did. In order to sustain the quantity and quality of water for the community at the lowest cost possible, it is essential to retain our

groundwater pumping capacity. A need exists to drill and equip new replacement wells. As a regional aquifer, this project would also protect the integrity of the aquifer for other water producers. The City is in the process of acquiring a site and has prepared a preliminary feasibility study for up to two new replacement wells. The replacement well improvements are estimated to be in the cost range of \$7 million. Staff will continue to seek funding for the replacement of water wells.

Reclaimed Water System Master Plan (Public Works Agency)

The Orange County Water District (OCWD) owns and operates a reclaimed water system, a portion of which traverses through parts of Santa Ana. Santa Ana properties may connect to the reclaimed water system, where available. Currently only a limited number of parcels have access to the system as the reclaimed water pipelines only exists in a limited area. The City is considering commissioning a reclaimed water system master plan to identify opportunities to expand the system to serve reclaimed water demands. The OCWD has tentatively committed to supply additional reclaimed water but Santa Ana will have to fund construction costs associated with expanding the system. The reclaimed water master plan is estimated to cost \$100,000. The cost to construct additional reclaimed water pipeline is estimated to be \$1.25 million per mile. Staff will seek funding to develop a reclaimed water system master plan.

Bristol Street (Public Works Agency)

The City of Santa Ana has been in the process of improving 3.9 miles of Bristol Street between Warner Avenue and Memory Lane in conformance with the City's General Plan, and OCTA's Master Plan of Arterial Highways. The project adds one through lane in each direction,

bike lanes, sidewalk, landscaping and medians, as well additional turn lanes and bus turnouts at major intersections. The completed or near completed portions of the project total over 2.5 miles.

OCTA has funded construction of the remaining segments between Warner Avenue and 17th Street. However, no funding sources exist for the portion between 17th Street and Elm Street (the north-most half mile), which handles an average of 48,000 vehicles per day. The estimated cost for this segment is \$40 million. Depending on future federal funding programs, the City would anticipate a request of up to one half, or \$20 million of total project cost.

Alton Parkway (Public Works Agency)

The City of Santa Ana has been the lead agency in coordinating the design and environmental clearance of the Alton Parkway Grade Separation. Alton is part of the Master Plan of Arterial Highways, and the proposal is to cross over SR-55. The roadway would expand regional connectivity, benefitting mobility and goods movement as well as providing expanded regional and local economic development opportunities, and significant benefits to local Santa Ana businesses located in the fringes of this project. Coordination with neighboring Irvine has been completed.

This project's design / environmental phases were previously done but need to be updated per the latest state requirements. This will take an estimated 8-12 months to update. \$55 million in construction and right-of-way funding is needed to implement this project. Half of this funding would be requested through the Measure M Regional Capacity Program with the remaining \$22.5 million from Federal or other sources.

Grand Avenue (Public Works Agency)

The City has a project to widen Grand Avenue between 1st Street and 17th Street. The project, similar to Bristol, adds one through lane in each direction, bike lanes, sidewalk, landscaping and medians, as well as additional turn lanes and bus turnouts at major intersections in conformance with OCTA and City plans. The initial 900-foot segment between 1st Street and 4th Street began construction earlier in 2014. Except for design phase funding, no funding has been identified for the remaining 4,300 feet, estimated to cost \$49 million. A Federal \$24 million grant to match the anticipated future OCTA Measure M2 funding could cover construction and project delivery.

Warner Avenue (Public Works Agency)

The City finalized the Environmental Impact Report (EIR) in 2015 to widen Warner Avenue between Main Street and Grand Avenue. The project, similar to Bristol Street and Grand Avenue, adds one through lane in each direction, bike lanes, sidewalk, landscaping and medians, as well as additional turn lanes and bus turnouts at major intersections in conformance with OCTA and City plans. The project's cost is estimated at \$60 million for design, right-of-way, and construction phases. OCTA has funded the design phase and a portion of right-of-way for Phase I (Main Street to Oak Street). Staff seeks the remaining funding of \$53 million through federal support independently or via OCTA.

Fairview Bridge (Public Works Agency)

Fairview Street is planned for three lanes in each direction on the City's General Plan and OCTA's Master Plan of Arterial Highways. However, because the Fairview Bridge over

Santa Ana River is only about 50 feet wide, the roadway can accommodate only two lanes in each direction. Further, the bridge lacks separated sidewalks and the barrier rail does not meet current standards. For a similar project (First Street Bridge), the City received Federal funding to cover half the cost to replace and widen the bridge. For the Fairview Bridge, the cost is conceptually estimated at about \$14 million, 88.53% of which could be requested through the Federal Highway Bridge Replacement and Rehabilitation program with matching funds requested through OCTA Measure M2. To receive federal funding, the segment would need to be cleared under the National Environmental Policy Act.

GOAL 7: TEAM SANTA ANA

The City continues to face increasing demands for service with limited resources. This challenge provides an opportunity for the organization to become innovative and efficient in the delivery of City Services. Success in this effort requires that the City retain and attract experienced, motivated employees who are committed to engaging and serving the community. Additionally, improving interdepartmental and community lines of communication will ensure greater transparency and community engagement.

Transparency and Engagement (City Manager's Office)

Support federal/state legislation that allows the City to promote greater transparency and community engagement.

Open Data Platform (Clerk of the Council)

Seek funding to implement an Open Data Platform (ODP) which will increase transparency, access to public information, and improve coordination and efficiency among City agencies and partner organizations. Through

the implementation of the ODP, the public will be able to access meaningful data on one web page, create reports and download information including building permit activity, crime reports, budget information, and land use data. Allowing the public to access, visualize, and sync to public information promotes a new kind of civic engagement and allows them to provide valuable feedback on local issues. An Open Data Platform will promote government transparency and openness by giving residents, visitors, and business access to all City public records.

Technology (Information Technology)

Support federal/state legislation which allows the City to promote innovation and efficiency through greater use of technology.

Protect local government franchise fees and core local functions such as the Public, Educational and Government Programs channels (PEG).

Protect local government's right of way use from unsightly and potentially hazardous equipment placement by telecommunications companies.

Legislative Agenda (City Manager's Office)

The City will recommend an annual legislative agenda consistent with the Strategic Plan.