

2017

CITY OF SANTA ANA

FEDERAL AND STATE LEGISLATIVE PLATFORM



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CITY OF SANTA ANA

2017 FEDERAL AND STATE LEGISLATIVE PLATFORM

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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 2017 calendar year 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 Department)

Support legislation which continuously provides funding for local police agencies to operate body worn camera programs. Seek grant opportunities to fund the evaluation of the police department's body worn camera program. Seek to sustain the COPS and juvenile justice programs.

Homelessness

(Community Development Agency)

At the Federal level, incentivize and reward Public Housing Authorities for allocating Housing Choice Voucher Program resources to reduce homelessness. At the State level, seek changes to the Tax Credit Allocation Committee Qualified Allocation Plan under the scoring and selection policies, to more effectively incentivize developers to build more permanent supportive housing.

- 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/Recreation Marijuana

(Planning and Building Agency / Police Department / Finance and Management Services Agency)

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 state and federal agencies in investigating marijuana operations that are found to be associated with international drug trafficking organizations and engage in money laundering activities.

Monitor the implementation of Proposition 64, California Marijuana Legalization Initiative, which makes it legal for individuals to use and grow marijuana for personal use.

Gangs

(Police Department)

Support grant funding that focuses on the gang prevention and supports gang enforcement. Support legislation or initiatives that would maintain or seek to increase funding for the Edward Byrne Justice Grant (JAG) program.

Domestic Violence

(Police Department)

Support legislation that increases the efficiency and effectiveness, and enhances the safety of domestic violence victims.

Safe Mobility

(Police Department and Public Works Agency)

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Increase local funding for infrastructure and programs that increase traffic and pedestrian safety in support of the City's Strategic Plan. Continue to seek traffic safety grants and support increased funding for California Office of Traffic Safety grants.

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 policies 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 immediate and near term city-wide phases of safe mobility initiatives is approximately \$16 million.

Advocate for passage of AB 342 (Chiu), which would authorize the Cities of San Jose and San Francisco to implement a 5-year pilot program utilizing automated speed enforcement system for speed limit enforcement on certain streets, and explore opportunities to authorize the City of Santa Ana to implement a similar program. The pilot programs authorized by this legislation may demonstrate new ways to reduce excessive speeding, reduce the number of vehicle

collisions, and provide added safety to our streets for bicyclists and pedestrians.

Veterans

(Community Development Agency)

At the State and Federal level seek increased funding to ensure veterans have adequate access to job training, employment opportunities, 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 that, while ensuring for border security, provide for legalization and a pathway to citizenship, sustain economic strength, and promote stronger communities and family reunification. The City also supports state legislation that limits state and local law enforcement agencies involvement in immigration enforcement and ensures that eligible individuals are able to seek services from state agencies without regard to their immigration status.

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 a proposed State park bond and ensure that funding is included that will be available to the City for park development and maintenance, as well as adding a program for joint-use funding.

Library

(Parks, Recreation and Community Services Agency)

Advocate funding to address and support bridging the digital divide; adding art and culture exhibits at public libraries to engage the community to read, learn and appreciate art and culture; advancing early literacy; workforce development for youth; increasing library programming for teens; and programs to support the effectiveness of teen counselors and teachers.

The Santa Ana Public Library was awarded a one-time \$495,000 federal grant from the National Institute for Museum and Library Services for the Memories of Migration Program. The Memories of Migration program provides youth apprenticeship opportunities for Santa Ana’s young adults.

Seek joint-use and other funding opportunities to enhance the scope and reach of the Roosevelt-Walker e-Library. The “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. Continue to pursue the goal of

providing a Santa Ana Public Library card to every SAUSD student.

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.

Collaborate with local and state representatives to identify funding for water conservation 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)

At the Federal level, maintain or seek to increase funding for the Community Development Block Grant (CDBG) Program, the HOME Investment Partnerships Program (HOME), Emergency Solutions Grant (ESG) Program, and the Housing Choice Voucher Program; support measures to expand HUD’s Promise Zone Program; oppose legislation that would cut or reduce federal funding to Sanctuary cities. In addition, support efforts to

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expand the Low Income Housing Tax Credit (LIHTC) program and ensure that any federal tax reform efforts do not negatively impact LIHTC.

At the State level, seek a permanent source of funding for affordable housing programs, as well as increased funding for the Low-Income Housing Tax Credit Program, Affordable Housing and Sustainable Communities Program and Veterans Housing and Homelessness Prevention Program.

Recycling Market Development Zone (RMDZ)

(Community Development Agency/Public Works Agency)

Support continued funding for the Recycling Market Development Zone Program which incentivizes local green businesses, create jobs, increases the use of locally collected recyclables, reduces greenhouse gas emissions and diverts waste from landfills through the City's designation and participation in the Orange County Recycling Market Development Zone.

Reducing Impediments to Business

(Community Development Agency)

Support legislation that reduces the cost of doing business in California and the City of Santa Ana. Support efforts to remove barriers, decrease unnecessary burden and regulations and assist in the streamlining of starting up a business in the City.

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 legislation to improve, promote or fund Enhanced Infrastructure Financing Districts 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. Seek funding to plan and implement Enhanced Infrastructure Financing Districts. This will help fill a gap following the dissolution of redevelopment agencies.

Housing Authority/Section 8 Voucher Program

(Community Development Agency)

Maintain or seek to increase 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 that are on the Waiting List.

Support legislation to implement an “opt-out” model for nondisabled, nonelderly (e.g. work capable adults) Housing Choice Voucher Program participants to be automatically registered for the Family Self-Sufficiency Program (ex. Cambridge Housing Authority Rental Assistance Asset Account model).

Oppose legislation that would implement a lifetime limit on the receipt of housing assistance.

Workforce Innovation and Opportunity Act
(Community Development Agency)

The City will continue to work with the Congressional delegation, and the Departments of Labor, Commerce, and Education to support and implement the Workforce Innovation and Opportunity Act (WIOA) with specific attention and emphasis on opposition to reduction in 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; and continued work on alignment of all federal workforce programs in U.S. Department of Housing and Urban Development, Health and Human Services, and Department of Education.

U.S. Department of Housing and Urban Development – Reauthorization
(Community Development Agency)

Seek to maintain or increase funding the Community Development Block Grant (CDBG) Program to improve low to moderate-income

neighborhoods, eliminate blight and create a stable economic base.

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.

Transportation Infrastructure Funding
(Public Works Agency)

The City’s Gas Tax revenue has declined precipitously in the last three years- from over \$10 million in FY2013/14 to less than \$7 million in the current fiscal year. The reduction in this revenue is due, in part, to the increase in the number of alternative fuel vehicles and has restricted the ability to maintain the streets.

Gov. Jerry Brown's latest state budget may offer a boost California's transportation funding by raising the gas tax or some other financing plan. Additionally, legislative leaders in both the Senate and the Assembly have indicated that developing a plan for the long-term financing of transportation infrastructure is a high priority. The City of Santa Ana is keenly interested in raising and stabilizing gas tax based revenues and also establishing other transportation funding for aging public infrastructure. While there have been a number of legislative proposals, introduced in previous years, those efforts have not been successful. Santa Ana management should be kept informed of the latest legislative developments so that timely support may be provided.

Support legislation that would ensure that all users of the Cities transportation system pay

their fair share for the maintenance and improvement of the system.

Preserve Tax-Exempt Municipal Bonds

(Finance and Management Services Agency)

As Congress and the Administration consider tax reform, the City opposes any effort to eliminate or alter tax-exempt municipal bonds.

Tax-exempt municipal bonds are critical for the City's efforts to improve and expand vital infrastructure. Ending the tax exemption would reduce the appeal of muni bonds for investors who would demand higher yields to compensate for the lost exemption, which would raise debt service costs for the City.

Renewable Energy Grants

(Public Works 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) – currently seeking low or no cost opportunities as they become available for city sites
- Cogeneration within Civic Center facilities
- Ice Energy – previously implemented at fleet, with future consideration for other sites
- Alternative fuels vehicle and infrastructure – continue to purchase alternate fuel vehicles for fleet when available. Ongoing development of Public Access CNG station at Corporation Yard, providing public sales and yielding revenue.
- 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.

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 and Water Supply

Reliability

(Public Works Agency)

The Drought has dominated much of the water headlines from 2013 to 2015. However, in 2016, for the first time in three years, water supplies available to the City’s major water suppliers exceeded demands. This change caused a shift in operational priorities from drought management and storage usage to drought recovery. Conservation efforts during the drought were successful in suppressing water demand. The City exceeded the Governor’s mandate to conserve all throughout the Emergency Drought Declaration. With the increase in available supplies in early 2016 water supply allocation was lifted, however, the City continued with its water conservation efforts and outreach. On February 1, 2017 the State Water Project watershed hydrology had improved to 197 percent of average to date. Many of the state’s reservoirs are full or above their historic averages. Castaic Lake for example is 92% of its capacity. Under these wet conditions, with average rain of 27.81 inches statewide from October 1, 2016 to February 28, 2017 the Department of Water Resources announced a 60 percent State Water Project (SWP) allocation. With the understanding that droughts are cyclical, the City supports state and regional water supply projects and initiatives to drought proof the Southern California water supplies. The City supports the following projects/initiatives:

Bay-Delta and State Water Project Improvements:

Support administrative/legislative action and federal and state funding to keep the Bay Delta Conservation Plan/California WaterFix to advance conveyance and ecosystem

improvements to help achieve coequal goals of water supply reliability and Delta ecosystem protection and restoration.

Regional Water Resources Management:

Support administrative/legislative action to promote the development of a Regional Recycled Water Program for indirect potable reuse of recycled water as new drought proof water resource.

Ground Water Replenishment System Final Expansion:

Support the GWRS-Final Expansion project to augment the existing system to replenish the Orange County Groundwater Basin from 100 to 130 Million Gallons per Day.

Ocean Water Desalination:

Support administrative/legislative action to promote the development of fiscally responsible ocean water desalination projects as a water resource, without compromising the operational, financial, water quality, regulatory and customer’s interests of the City and other water agencies.

Efficient Water Use:

Provide incentives, funding, and other assistance where needed to facilitate water market transformation and gain wider implementation of water-efficient indoor and outdoor technologies and practices.

Water Quality:

Funding that helps Cities meet state and federal water quality standards.

Water Infrastructure Financing:

Reduce the cost of financing water

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infrastructure planning and construction, such as tax-credit financing, tax-exempt municipal bonds.

The City will continue to monitor the activities of the State Water Resources Control Board, as well as any legislation introduced, related to long-term urban water conservation.

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)

A safe, well-connected network of non-motorized transportation facilities provides many benefits to the City, including increased mobility, greater access to fresh foods, enhanced viability to local businesses, and reduced traffic congestion.

Support Federal, State and regional funding programs for improved bicycle and pedestrian facilities such as Active Transportation Program, Highway Safety Improvement Program, Bicycle Corridor Improvement Program, and the Compass Blueprint Program.

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.

Planning staff has identified regulating residential group homes as a critical tool for protecting the City's residential neighborhoods. Staff will initiate the preparation of an ordinance that will include restrictions and/or regulations as well as development standards for group homes such as 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)

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 such as the Santa Ana Public Library's AGUA drought tolerant demonstration garden. 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 and its cohort of Youth Civic Engagement interns 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 OC Streetcar federal funding. This project is a modern streetcar running from the Santa Ana Regional Transportation Center (SARTC) 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 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 received final environmental clearance in March 2015. In February 2016, the OC Streetcar received federal consideration when former President Obama included \$125 million for the OC Streetcar in his budget.

The Orange County Transportation Authority (OCTA) has become the lead agency for the design, construction, operations and

maintenance of the project. The project is currently in the design phase and is scheduled to begin construction in 2018. To date, 60 % design review has been completed.

The OC Streetcar will link the bustling Santa Ana Regional Transportation Center (SARTC), which provides regional rail, OCTA bus, and intercity and international bus services, to a new multimodal hub at Harbor Boulevard / Westminster Avenue in Garden Grove. Along the way, OC Streetcar will connect directly with 18 OCTA bus routes. OC Streetcar will serve the historic downtown Santa Ana and Civic Center which includes government offices, federal, state and local courthouses, unique restaurants and shops, an artists' village, several colleges and a variety of community enrichment organizations.

OC Streetcar will increase transportation options and provide greater access along its 4.15-mile route (in each direction) along Santa Ana Boulevard, 4th Street, and the Pacific Electric right-of-way to Harbor Boulevard in Garden Grove. 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. Project funding is currently comprised of the following funding sources: Federal New Starts, Congestion Mitigation and Air Quality (CMAQ), Federal Transit Administration (FTA) 5307, State Cap-and-Trade, and Measure M2 Project S. If construction begins in 2018, the OC Streetcar Project could be operating by 2020.

In coordination with OCTA, support the inclusion of the O.C. Streetcar Project in New Starts

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funding. The City will continue to seek Federal and State funding opportunities for the project.

Santa Ana Regional Transportation Center (Public Works Agency)

Funding is needed to repair and modernize the Santa Ana Regional Transit Center (SARTC) to support increasing mobility demands locally and regionally. Expanding rail and other mass transit mobility modes is critical 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 a key link between local passenger access 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.

Specifically, the SARTC facility is in dire need of bathroom expansion to support the increase station demands and meet today's American's with Disabilities Act standards, and other modernizations to encourage travel by higher efficiency mobility. Facility needs include modernization of interior climate control systems, repair of the building envelope to make water tight, update of interior painting and floor coverings, plumbing system upgrades, 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.

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

New first and last mile connections to regional rail and bus passengers are critical to expand

regional mobility. One key to expand system capacity is adding seamless travel connections at the Santa Ana Regional Transit Center (SARTC) to access Civic Center, Downtown, the Museum District and other employment, cultural, commercial and educational centers.

Funding to plan and construct these first and last mile travel connections is needed, 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.

The City supports Federal, State and regional funding programs and policies which would facilitate first and last mile connections.

Grade Separations (Public Works Agency)

Grade separation projects allow incompatible mobility modes to coexist. These types of projects work by not only making existing incompatible transportation systems successfully match, but will greatly improve crossover connections between 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 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, while also maintaining and improving train, pedestrian and bicycle mobility, and safety by uniting divided neighborhoods and commercial districts.

The City of Santa Ana is the lead for the Santa Ana Boulevard project. This is a unique Grade Separation Plaza because it not only allows and encourages mass pedestrian and bicycle 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 environmental clearance of the Santa Ana Boulevard Grade Separation Plaza was completed September 2014 and the project is estimated to cost \$73.3 million. This project is 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 State and/or 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 75% 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.

Recycled Water System Master Plan

(Public Works Agency)

The Orange County Water District (OCWD) owns and operates a recycled water system, a portion of which traverses through parts of Santa Ana. Santa Ana properties may connect to the recycled water system, where available. Currently only a limited number of parcels have access to the system as the recycled water pipelines only exist in a limited area. The City is considering commissioning a recycled water system master plan to identify opportunities to expand the system to serve recycled water demands. The OCWD has tentatively committed to supply additional recycled water but Santa Ana will have to fund construction costs associated with expanding the system. The recycled 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 recycled water system master plan.

Santa Ana River Conservancy Program

(Public Works Agency)

Support the Santa Ana River Conservancy program by supporting the State of California Coastal Conservancy in its effort to address the resource and recreational goals of the Santa Ana River region including open space, trails, wildlife habitat, agricultural land protection, water quality protection, educational use, and public access in line with all provisions of SB 1390.

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.

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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 and was completed in 2015. 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 and state legislation that promotes greater transparency and community engagement. Continue to convey information to residents, partners and stakeholders via various communication platforms in accordance with the Sunshine Ordinance.

Open Data / Public Records

(Information Technology and Clerk of the Council)

Facilitate efforts to publish data on the City’s website which will increase transparency, access to public information, and improve coordination and efficiency among City agencies and partner organizations. Through the implementation of an Open Data site, the public will be able to access meaningful data on one web page, including legislative reports, 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 site will promote government transparency and openness by giving residents, visitors, and business access to records and reduce the number of public records received annually.

Technology

(Information Technology)

The City’s Information Technology Department is committed to provide insightful information to our elected representatives regarding the complex and multi-dimensional aspects of technology infrastructure and business of IT systems. The department’s legislative platform includes:

Support legislation and policies that encourage the streamlining of business processes for responding to open records requests and that provide funding for these activities.

Support legislation that helps bridge the digital divide by promoting low cost, high-speed internet access to the city’s low-income population.

Support legislation that promotes and provides funding for the increased use of technology and assistance in adhering to regulatory compliance requirements.

Support legislation that promotes and provides funding for cybersecurity in order to reduce the risk of cyber-attacks.

Support legislation that includes operational expenses as an acceptable use of public, educational, government access (PEG) funds, collected from cable franchise fees per the Federal Communications Commission, for government access stations.

Support legislation and regulations that ensure emergency communication capabilities and interoperability for information technology and public safety departments and agencies.

Support legislation that addresses existing labor law limitations that discourage use of 21st century technologies for employees.

Oppose legislation that reduces or limits local government’s discretion to approve right of way use from unsightly and potentially hazardous equipment placement by telecommunications companies.

Legislative Agenda

(City Manager’s Office)

Reflecting input from various departments, the City will recommend an annual legislative

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agenda consistent with the Strategic Plan, will provide updates and information to the City Council and will continue to work closely with State and Federal lobbyists to promote the City's legislative priorities. Council and staff will continue to attend legislative-related events or meetings in Sacramento and Washington D.C. to advocate for local/regional programs and initiatives.

The City will coordinate meetings or attend legislative events to advocate for funding for local/regional initiatives.