



CITY OF SANTA ANA

2015 FEDERAL AND STATE LEGISLATIVE PLATFORM

SCORECARD

March 22, 2016

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 2015 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 (Police Department)

Support legislation that provides funding for local police agencies to implement body worn camera programs. The police department has submitted for a \$700,000 U.S. Department of Justice grant that will yield three awards nationwide. Any supported legislation should take into account, victim's privacy rights, and officer's rights and be consistent with the administration of justice in criminal cases.

- (H&K) While the City unfortunately did not receive a grant for body cameras, this year, Santa Ana received \$1.25 million in COPS funding to hire 10 officers, building on the City's successful track record with the COPS program. This is in addition to the City's earlier COPS success.
- (TPA) TPA provided information to the City regarding AB 66 (Weber), body camera legislation that was being considered, but ultimately that legislation was not successful.

- (TPA) TPA worked with the City to advocate to protect public safety funding within the State budget, including \$10 million that was ultimately included to provide grants to local governments to strengthen the relationship between law enforcement and local communities.
- (PD) The police department submitted for the FY 2015 BJA Body-Worn Camera Pilot implementation program. The department was not selected.
- (PD) The police department submitted for the Smart Policing Initiative- FY 15 Body-Worn Camera Problem-Solving Demonstration Program Grant. The department was not selected.
- (PD) The police department has moved forward, completed a pilot program and will be releasing an RFP in March 2015.

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.

- (TPA) TPA provided ongoing information to the City on legislative activity to regulate medical marijuana. The Legislature ultimately passed a three-bill

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licensing framework for medical cannabis in California. TPA actively participated in the stakeholder process with legislative staff, Administration staff, and key interested parties to help form the framework and ensure that local control and public safety was given the highest consideration.

- (TPA) TPA worked with the City to take support positions and advocate on behalf of the three main medical cannabis bills: AB 243 (Wood), AB 266 (Bonta), and SB 643 (McGuire).
- (PD) The Medical Marijuana Task Force has shut down all but approximately 20 of the illegal marijuana dispensaries. The remaining 20 continue to be the focus of the department's enforcement efforts.
- (PD) The police department has issued 10 Regulatory Safety Permits related to Measure BB and has another 6 in process.
- (PBA) There has been ongoing collaboration with State and Federal agencies to investigate marijuana operations that are found to be associated with international drug trafficking organizations and that engage in money laundering activities.

Safe Mobility (Police Department and Public Works Agency)

Install and construct safety infrastructure to protect pedestrian 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. The result is that the City has one of the highest incidences of pedestrian and bicycle fatality and accident rates in California.

The effort will lead to the design and construction ready projects. All newly rehabilitated infrastructure will meet new standards. The updated infrastructure 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. The estimated cost to construct the first city-wide phase of re-alignments is approximately \$5 Million.

Increase local funding for programs that increase traffic and pedestrian safety in support of the City's Strategic Plan. The City of Santa Ana currently receives approximately \$363,000 in annual funding from the State of California's Office of Traffic Safety and no federal money for enforcement and education related to traffic and pedestrian safety.

- (PD) Project input data, including collision data, was assembled in May 2015 and the project kicked-off in April 2015.
- (PD) A meeting was held with the consultant team, Santa Ana Police, and public works staff in December 2015 to discuss existing enforcement and collision data management practices.
- (PD) Santa Ana Police are participating on a technical advisory committee for the project and attended meetings in April 2015 (to introduce the project), June 2015 (to review draft analyses, including collision analysis), August 2015 (to review the process for

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recommending safety projects) and February 2016 (to review implementation strategies).

- (PD) Anticipated completion of the project is March or April of 2016. One of the recommendations will include the need for additional staffing in the Traffic Division.
- (PWA) The following grants were awarded to the City: ATP – Citywide Sage Routs to School Plan, Civic Center Drive Bike Boulevard Project, Edinger Protected Bike Lanes Project, Lincoln Pedestrian Trial, Santa Ana and Fifth Protected Bike Lane Project, Safe Routes to School Enhancements for Sepulveda Elementary; HSIP – Flower Street Safety Enhancements, Euclid at Hazard, Crosswalk Upgrades (Phase II) and Citywide Traffic Signal Hardware Upgrades.

Homeless (Community Development Agency)

Leverage existing resources and seek increased funding to enhance services for the homeless population that are consistent with local and regional priorities, including:

- Homeless prevention and outreach
- Improvements to the efficacy of the emergency shelter and transitional housing access system
- Increased permanent housing options linked to a range of supportive services
- Improvements to data systems to accurately define the need for housing and related services and to measure outcomes
- Development of systems and organizational structures to provide oversight and accountability

- (H&K) The City was connected with senior officials at HUD to discuss the scope of the City's homeless population and possible best practices.
- (TPA) TPA provided information to City staff regarding measures moving through the Legislature dealing with the issue of homelessness. While the City did not take positions on these measures, TPA provided updates on the status of the bills, AB 718 (Chu) and SB 608 (Liu), both of which stalled in the Legislature.
- (TPA) TPA provided information to the City in regards to the Senate Democrats' plan to address homelessness during the 2016 legislative session. The plan includes repurposing funding from Proposition 63 to generate \$2 billion in funding for supportive housing for the homeless and increases in assistance to the homeless and those at risk of becoming homeless.
- (CDA) The City issued a Request for Proposals for 100 units of Permanent Supportive Housing with supportive services. The City implemented a new collaborative for funding of Emergency Solutions Grant funds with the City of Anaheim, Garden Grove and the County of Orange in order to create a more effective organizational structure to provide oversight and accountability.

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, and mental health services in a dignified

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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 borders, ensure economic strength, and promote stronger communities.

- (H&K) The City has signed on to an amicus brief supporting the Administration's Executive Actions on immigration. H&K has worked to ensure that the City is part of a robust coalition of mayors/elected officials working to support comprehensive immigration reform.

Gangs (Police Department)

Increase funding to address gang and gun violence. The City of Santa Ana currently receives approximately \$100,000 a year under the Justice Assistance Grants (JAG) which is dedicated to gang suppression efforts and crime prevention programs.

- (TPA) TPA worked with the City to oppose legislation, SB 443 (Mitchell), that would have reduce the city's ability to recover expenses on forfeited assets that helps to fund an anti-gang task force in which the City is a partner. The legislation ultimately failed passage on the Assembly Floor and was moved to the Inactive File.

- (PD) The Justice Assistance Grant funding has paid for special operations related to gang suppression in areas experiencing an increase of violent gang crime.

Domestic Violence (Police Department)

Increase funding to address and reduce domestic violence incidents in the City of Santa Ana.

- (PD) Human Options, Inc. (Human Options), a nonprofit domestic violence victim services program and The City of Santa Ana, California have come together to collaborate on a grant application for the Improving Criminal Justice Responses to Sexual Assault, Domestic Violence, Dating Violence, and Stalking Grant Program (OVW-2016-9206). The award is pending.
- (PD) Human Options, Inc. (Human Options), a nonprofit domestic violence victim services program; Santa Ana Police Department (SAPD), Community Service Programs Inc. (CSP), a victim focused program, and The LGBT Center OC, an organization dedicated to serving the needs of LGBTQ individuals, have come together to collaborate on the 2016 Consolidated Grant Program to Address Children and Youth Experiencing Domestic and Sexual Assault and Engage Men and Boys as Allies (OVW-2016-9002).

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.

- (TPA) TPA worked with the City to support and advocate for an Awards for Innovation in Higher Education grant submitted by Santa Ana College, on behalf of the Santa Ana Partnership, to improve the pre-college preparation and college access to strengthen the quality of life and economy in Santa Ana. The grant submitted by the Santa Ana partnership was selected for funding and received \$5 million for the development and implementation of their plan.

Parks (Parks, Recreation and Community Services Agency)

Support legislation that provides federal and state funding for urban parks and recreation programs.

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.

- (PRCS) The project was approved at the March 15, 2016 Council meeting.
- (TPA) TPA has provided information to City staff on a newly developed grant program through the Department of Parks and Recreation (DPR) aimed at funding youth recreation opportunities in heavily populated, low-income urban areas with high youth crimes. TPA has

worked closely with DPR to help ensure that projects in the City will be competitive for this program. Maximum funding requests will be \$1 million and grant applications will be due in Fall 2016.

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 around the shared stories of human migration in America.

- (PRCS) The Memories of Migration Program has helped the Library become a finalist for national medal recognition. Final outcome will competition will be announced in mid-April.

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.

- (PRCS) E-Library services will be advanced with the opening of the new Roosevelt-Walker Community Center, which is starting construction this spring and will take a year to build. It is a \$5M

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project that was funded with a competitive state grant. The new Center will offer e-Library services.

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

Identify and pursue funding sources to support improvements, expansion or addition of exhibits, and public education programming for the City of Santa Ana's Zoo at Prentice Park.

- (PRCS) Monies have been identified for a major new exhibit at the Zoo that will add the new species to the Zoo collection and provide an opportunity to educate the public about the importance of water quality. The new species is the Giant River Otter and total cost of the project is \$2 M.
- (PRCS) The Zoo will be releasing this spring an RFP to select a consultant to produce a new Zoo Master Plan. The funding for this planning work has been identified and secured.

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)

Support homeownership programs, increase opportunities for affordable rental housing, and improve the City's housing stock through funding from Community Development Block Grant (CDBG), 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.

- (H&K) The City, working in coalition with several other cities impacted by the HOME cuts, successfully increased program funding levels in the final FY 16 omnibus package, in contrast to the significant cuts proposed in the Transportation-HUD Appropriations Bill. For FY 17, The President's budget proposal requests \$950 million for the HOME Investment Partnerships, with \$10 million set aside for the Self-help Homeownership Opportunity Program (SHOP). This funding maintains the FY 16 enacted levels.
- (TPA) TPA worked with the City to support a package of affordable housing bills put forth by the Assembly Speaker and her colleagues. Two of the bills, AB

90 (Chau) and AB 1056 (Atkins) were signed into law by the Governor. Those measures dealt with the State's responsibilities for administering current affordable housing programs. Two other measures, AB 35 (Chiu) and AB 1335 (Atkins), did not become law. Those measures would have expanded existing tax credits, and created new sources of funding, for affordable housing.

- (CDA) The City met all requirements to continue to receive funding from HUD for the CDBG and HOME Program. The City revised the Housing Opportunity Ordinance to provide additional methods to increase opportunities for private-public partnerships for affordable housing development. Utilizing HUD funding, the City implemented a new Downpayment Assistance Program to increase homeownership for low-income residents. The City served as co-applicant on an Affordable Housing and Sustainable Communities (Cap and Trade) application to the State of California.

Promise Zone (Community Development Agency)

Secure Round III Federal Promise Zone designation. The Promise Zone initiative will allow the City and local community partners to receive preferences in accessing existing federal resources to create jobs, improve public safety, enhance public education and identify solutions to overcrowded housing conditions by identifying and implementing innovation solutions to problems that affect the community.

- (H&K) Strategic counsel was provided to the City on the City's Promise Zone

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application and is working to secure letters of support from the City's congressional delegation.

- (CDA) The City of Santa Ana submitted the application for the Round III Federal Promise Zone designation. Cities that have been selected will be notified in Spring 2016.

Goods Movement and Mobility (Public Works Agency)

There are significant Economic Development opportunities to advance goods movement and mobility to the core of Santa Ana industries by improving the roadway infrastructure in and around the city's industrial centers. The roadway improvements are estimated to be in the cost range of \$15 Million.

- (H&K) H&K was actively involved in the development of the FAST Act, including the authorization of the freight/goods movement programs. H&K will work with the City to determine how these programs can be helpful in addressing its goods movement needs.
- (TPA) TPA worked with the City to help support and shape numerous proposals for transportation infrastructure funding in California. The City worked with the League of Cities and the Big 10 Mayors to advocate for new funding streams dedicated to improving the State's transportation infrastructure, which included significant funding dedicated to the repair of local streets and roads.
- (TPA) Numerous bills were introduced in the regular and special sessions of the Legislature to deal with transportation infrastructure. TPA worked with the City

to support the main bill put forth by the Chair of the Senate Transportation committee, SB 16 (Beall), which served as their primary vehicle for the negotiations.

- (TPA) The Legislature and Administration were unable to craft a proposal that could gain the required amount of support for passage. TPA continues to keep the City updated on the ongoing efforts to craft a workable solution to address transportation infrastructure funding.
- (PWA) Public Works Agency has developed a preliminary funding and action plan whereby disparate improvements and their associated master plans are being combined into a comprehensive set of improvements called Integrated Pavement Preservation Plan (IP3). Funding for the comprehensive plan will use existing funding streams and will also look at the potential for new revenues so that there is sufficient revenues to support servicing bonds or other financing. So far, it is estimated that over \$80 million could be delivered with scale of economy benefits and with improvement which are integrated to one another, and of that amount \$15 million would support goods movement routes.

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

The Santa Ana Housing Authority administers the Federal Section 8 Housing Choice Voucher program. The program assists low income families to secure an affordable, decent, safe,

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and sanitary housing. The program also assists with maintaining the housing stock and preventing overcrowding in the community. It also provides the assisted families an opportunity to participate in the Family Self-Sufficiency program to become independent from government assistance.

Identify solutions to overcrowded housing conditions by identifying and implementing innovative solutions to problems that affect the community.

- (CDA) The City met all requirements to continue to receive funding from HUD for the Section 8 Voucher Program. After a competitive application process from HUD, the City was awarded additional funding for the Family Self-Sufficiency Program for families to become independent from government assistance.

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.

- (CDA) Promoted Governor's Office of Business and Economic Development Go-Biz Workshop on How Businesses can apply for the California Competes Tax Credit on January 23, 2015 in Irvine. Santa Ana Chamber was a co-host to this event.

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 of Santa Ana Local Workforce Board (LWIB) strongly supports the passage of WIOA. 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:

- Increase 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
- Allow for a summer jobs program for youth as a stand-alone activity

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.

- (TPA) TPA provided the City information on EIFD legislation, as well as legislation, AB 2 (Alejo), to establish Community Revitalization and Investment

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Authorities (CRIA). Both EIFDs and CRIAs allow local governments to enter into partnerships with other local entities to generate funding for local economic development projects.

infrastructure maintenance is so very time-sensitive, Public Works Agency is proactively looking at other means of financing distressed neighborhoods.

- (TPA) TPA also worked with the City on budget trailer bill language, originally introduced by the Governor as part of his January budget release. TPA helped the City draft a letter of opposition to the Governor's proposal and work with the City's legislative delegation to let them know of the potential impacts to the City. Ultimately the Legislature passed SB 107, which made some modifications to the current redevelopment dissolution process, but contained many of the changes that local governments' local governments desired. The City did not take a position on SB 107.
- (CDA) The City continues to research eligibility to create a Community Revitalization Authority as authorized under AB-2 effective January 1, 2016.

HUD – Reauthorization (Public Works Agency)

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

- (H&K)H&K has continued to successfully work in coalition with officials from other cities to maintain annual funding for the program as well build bipartisan congressional support.
- (PWA) In the face of infrastructure funding reductions, and because

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.

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

Oppose legislative versions that undermine or reduce municipal government tax share or tax base.

Oppose federal legislation or other proposals that preempt voter control on issues related to municipalities maintaining their fair share of tax revenue.

As the Marketplace Fairness Act related amendment is yet to be included in the ITFFA: Support, Act version that will remove the unfair advantage online vendors have over brick-and-mortar marketplace.

Support clear definitions of what constitutes taxable broadband internet access such as communication access, including, but not limited to cable, satellite, public switch accessed broadband.

- (H&K) At the end of 2015, Senator Wyden added language from the Permanent Internet Tax Freedom Forever Act (S.431) to the Trade Facilitation and Trade Enforcement Act, a “must pass” customs conference report. Working in coalition with key supporters of the Marketplace Fairness Act, H&K was able to thwart efforts to pass the bill at the end of the year. Unfortunately, the Trade Facilitation Act

finally passed on a 75-20 vote in February and it included the ITFA language. Sen. Durbin, one of the key champions of Marketplace Fairness, was able to extract a promise from Sen. McConnell that—in exchange for dropping his objections to the Trade Facilitation Act—there would be a vote on the Senate floor for Marketplace Fairness.

- (FMS) 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 PITFA which could negatively impact the City’s telecommunication services Utility Users’ Tax, staff recommends that the City adopt a comprehensive administrative ruling and interpretation of the City’s Utility Users’ Tax 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 April 30, 2016.

Sales Tax (Finance and Management Services Agency)

Monitor Senate Bill 8 (Hertzberg) which would extend the California state sales tax to impose a tax on services to increase revenues. Local

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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.

Monitoring Areas: Utilities, Taxation, Unfunded Mandates, Business Licenses, Financing, Municipal Structure Impacts or Reorganization, Municipal Code and Procedure Impacts.

- (TPA) TPA monitored SB 8 (Hertzberg) on behalf of the City, as well as monitored for any additional legislation that would modify the sales tax structure in California. SB 8 failed to move in the Legislature and is no longer available for consideration. Senator Hertzberg has introduced a new bill, SB 1445, which is currently a spot bill, but expresses the intent to broaden the State's tax base by adding a modest sales tax on services.

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)

- (TPA) TPA kept the City updated on the various efforts to allocate cap and trade funding through the State budget. Ultimately, the Legislature budgeted approximately 60% of the cap and trade revenue to ongoing funding priorities, including high-speed rail and affordable housing and sustainable communities. The remaining funding was not appropriated in the FY 2015-16 budget and will be included in a spending plan for the FY 2016-17 budget.

- (TPA) TPA also provided information to staff in regards to the development of funding guidelines for cap and trade programs, including the Transit and Intercity Rail Capital Program which has applications due in April 2016.

- (FMSA – Building Maintenance) LED lighting retrofit at four City owned parking structures, corporation Yard roof restoration with Title 24 energy saving reflective roof coating, direct Install LED lighting at Train Station and various Santa Ana community centers (SCE funded), CO2 gas monitor and control system in Annex Parking (SCE funded).

- (FMSA – Building Maintenance) Energy Savings - EMS Lighting control system for City Hall / Ross Annex.

- (FMSA – Fleet) Implementation of on-site Liquid Gas Propane station at

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Corporation Yard (MSRC & Subvention funded).

- (FMSA – Fleet) Dept. possesses the following alternate fueled vehicles: 7 propane, 3 CNG, 20 Electric and 21 Hybrid vehicles.

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.

- (PBA) Continue the on-going partnership with city staff on the successful implementation of receivership and cost recovery programs.
- (PBA) The Code Enforcement Division continues efforts to uncover unsanitary conditions and life safety hazards for occupants of residential rental properties. Staff has continued working with property owners, or managers of

rental properties to make repairs and conduct preventative building maintenance. These efforts help to prevent deteriorated conditions in rental properties. City staff continues to coordinate with all governmental agencies to inspect and enforce city codes to remedy code violations and to expedite compliance. In 2015, city staff generated structural permits with a valuation of over \$1.5 million in improvements to rental properties.

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. On May 5, 2015, the State Water Resources Board adopted mandatory water use restrictions. The City of Santa Ana has been mandated to reduce potable water use by 12% compared to use in 2013. The City has been leading in conservation efforts; permanent conservation measures were implemented in 2009, the 2020 conservation water use target was achieved in 2010, a 3% water use reduction from City of Santa Ana customers was mandated in 2014, and in mid-2015 the City will be updating its conservation ordinance and enacting the level 2 water shortage restrictions.

In order to achieve the 12% mandated water use reduction, the City is preparing a comprehensive drought action plan that will outline all measures the City will take to achieve water use reductions. Elements of the plan will include replacing turf, providing rebates and an

aggressive outreach and education campaign. Funding such efforts will be a challenge; for example, preliminary estimates to convert street median turf to artificial turf or drought tolerant landscaping is up to \$15 million.

- (TPA) TPA provided updates to the City on the regulatory actions considered, and ultimately taken, by the State Water Resources Control Board in response to the ongoing drought in California. TPA was actively engaged with Water Board staff on the development and revision of the urban water conservation standards. These efforts included advocating for the recognition of investments that have been made in the areas of water recycling and other advanced technologies, such as those that have been made in Orange County and Santa Ana.
- (TPA) TPA also provided information to the City on several pieces of legislation that proposed to make funding available, through grants and tax credits, for replacing existing turf with artificial turf or other drought tolerant landscaping; these bills were ultimately unsuccessful due to a lack of dedicated state funding.
- (PWA) The City continues to be a regional leader in conservation efforts: Permanent conservation measures were implemented in 2009; the 2020 conservation water use target was achieved in 2010; a 3% water use reduction from City of Santa Ana customers was mandated in 2014; and in mid-2015 the City updated its conservation ordinance and enacted a level 2 water shortage restrictions requiring residents to reduce water use by 12%.

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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.

- (TPA) TPA worked with the City to support SB 203 (Monning), which sought to combat obesity through education about healthy food choices. The bill, which would have required warnings to be placed on sugar-sweetened beverages, was unable to advance out of the Senate.
- (TPA) TPA also worked with the City and the City's legislative delegation to provide support letters and advocate on behalf of a grant submitted by America on Track to the Department of Public Health. America on Track ultimately received a grant for \$1 million over five years from the California Tobacco Control Program to fund their program: Achieve Tobacco Related Health Equity Among California's Diverse Populations.
- (PRCS) By securing monies to produce for the third year a major Downtown 5K Race and an Open Street Event, the community will experience another opportunity advance the Wellness cause.
- (PRCS) The \$450,000 federally funded new Community Garden and recreational improvements at El Salvador Park will be unveiled at the ribbon cutting event on Monday, March 21, 2016.

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

Seek special grant monies for community engagement.

- (PRCS) On April 8, the Library will be hosting a Youth Service Provider Summit showcasing a national expert on instilling resiliency in teens. This effort will lay the foundation for enhancing opportunities to be more competitive with seeking grant monies for more youth engagement programming.
- (PBA) In support of a joint Santa Ana Public Library and Neighborhood Initiatives project, seek special grant funding to promote community engagement including through the introduction of the Santa Ana Civic Atlas to our neighborhood associations.

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

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

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

- (TPA) TPA worked with City staff to gain support from the City's legislative delegation for the applications the City submitted to the Active Transportation Program. The City submitted thirteen applications to the program and in October 2015 had three projects funded at the State level, the Santa Ana and Fifth Protected Bike Lane, Edinger

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Protected Bike Lanes Project and the Civic Center Bike Boulevard, totaling \$11.5 million. Santa Ana was the only city in Orange County to receive funding from the statewide component. In January 2016, the City received an additional \$2,155,000 through the SCAG Active Transportation Program component. Three additional projects were funded, including a Safe Routes to Schools Enhancement project for Supulveda Elementary school, Lincoln Pedestrian Pathway Connectivity and a Citywide Safe Routes to Schools plan.

- (PRCS) In 2015, the Parks and Recreation completed the new one mile dedicated bike trail along Flower Street from Alton south to Sunflower and commemorated the achievement that cost a total of \$3 M with the installation of a \$80,000 public art sculpture on the trailhead bordering Santa Ana and Costa Mesa in July 2015.
- (PWA) The City of Santa Ana has successfully pursued nearly 16-million dollars in grant funds specifically dedicated to bicycle and pedestrian safety education and enhancements as summarized under Goal 1: Community Safety.
- (PWA) Public Works hosted 4 bicycle rodeos and 20 classrooms assemblies at Santa Ana schools and implemented its “Travel Safe, Share the Space” marketing campaign.

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.

The Santa Ana/Garden Grove Fixed Guideway (Public Works Agency)

Seek continued support for the Santa Ana / Garden Grove Fixed Guideway.

The project under consideration is a modern streetcar running from the Santa Ana Regional 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 streetcar may be extended to the east at the SARTC, and could potentially connect with a 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 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 and the project will now be known as the OC Streetcar. OCTA will

manage the project's final design, construction, operations, and maintenance. The streetcar has been accepted into project development phase in the new starts Federal grant program.

The Santa Ana/Garden Grove Streetcar alternatives are approximately 4 miles long with about 12 station stops in each direction. The proposed fleet size is 6 to 7 cars with headway running 10 minutes in peak conditions and 15 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 streetcar ridership capacity could respond to increased use and could also expand and extend service. The project serves Santa Ana which is the 4th 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 \$250 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 \$125 million. If construction funding commitments are made by 2015, the SA/GG Streetcar Project could be operating by 2019.

- (H&K) H&K has worked with the City's delegation to advance federal recognition and funding for the Santa Ana/Garden Grove Streetcar Project. Last December, Senator Feinstein, with Senator Boxer, sent a letter to the Director of the Office of Management and Budget requesting the inclusion of the Streetcar Project in the President's FY 17 Budget. As a result of these efforts, the President requested \$125 million for the Streetcar Project in New

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Starts/Small Starts funding. This is a critical step in the process as the City and OCTA work to secure a FY 17 appropriations for the Project and a Full Funding Grant Agreement with DOT. As the Transportation appropriations bill is developed, we will continue to work closely with our congressional delegation.

- (PWA) The project's environmental analysis was completed including the selection of a locally preferred alternative. Final design began in 2015, and it is anticipated that the final design will be completed in 2018, with construction following immediately thereafter and streetcar operations in 2020. Orange County Transportation Authority (OCTA) has become the lead agency and the project will now be known as the OC Streetcar. OCTA will manage the project's final design, construction, operations, and maintenance. The streetcar has been accepted into project development phase in the new starts Federal grant program. The estimated cost of the project is \$250 million. Federal funding has been approved from a combination of Congestion Management and Air Quality (CMAQ) programs or New Starts/Small Starts programs totaling \$125 million.

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 ADA 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.

- (PWA) The City has received approval for \$650,000 for the most critical ADA related improvements to the Santa Ana Regional Transportation Center.

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 could 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.

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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.

- (PWA) Success from the integration of master plans includes a number of qualifying Active Transportation transportation routes leading to the SARTC as summarized in Goal 1: Community Safety.

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 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 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 OCTA or independently for 25% to 50% of the project construction cost through Regional Surface Transportation Program, CMAQ, Demonstration, and Federal Section 130 funds.

- (PWA) Staff is pursuing Highway Bridge Replacement and Rehabilitation funding from Caltrans to complete design and construction.

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.

- (PWA) OCTA has indicated that they will seek funding to implement the two projects.

Automated Meter Infrastructure (Public Works Agency)

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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.

- (PWA) While the recently increased water rates would have provided some of the funding needed for this effort, conservation efforts and drought programs have significantly reduced overall water related revenues that would have been applied. 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.

- (PWA) Recent drought conditions which have led to conservation mandates have reduced overall water related revenues. When water consumption increases or rates are adjusted, some funding may become available for this system. Staff

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will continue to seek funding for developing 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 or indicated a high potential to fund 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.

- (PWA) The City is pursuing the sale of a number of remnant parcels acquired for prior phases of the Bristol Widening, the proceeds of which would be used for future unfunded efforts. Parcel sales could take place in 2016, and funding made available to Bristol immediately thereafter.

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.

- (PWA) Given the project is lower on the regional priority list and since no new funding has materialized, this project has not had any progress.

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 \$48 million. A Federal \$24 million grant to match the anticipated future OCTA Measure M2

funding could cover construction and project delivery.

- (PWA) Given that matching funds have not been approved, new project phases for Grand Avenue have not had any progress.

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 \$6 million, about half of which could be requested through the Federal Highway Bridge Replacement and Rehabilitation program. To receive federal funding, the segment would need to be cleared under NEPA.

- (PWA) Staff is now pursuing Highway Bridge Replacement and Rehabilitation funding from Caltrans to complete design and construction.

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.

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.

- (COC) Actively reviewing grants and/or funding availability for Open Data Platform.

Transparency and Engagement (City Manager's Office)

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

- (TPA/CMO) Continue to work with Townsend Public Affairs to advocate for legislation which allows the City to promote greater transparency and community engagement.

Technology (City Manager's Office)

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

- (TPA/CMO) Continue to work with Townsend Public Affairs to advocate for legislation which allows the City to promote innovation and efficiency through greater use of technology.

Legislative Agenda (City Manager's Office)

The City will include a legislative agenda that is consistent with Team Santa Ana primary objectives.

- (CMO) Continue to promote a legislative agenda that is consistent with Team Santa Ana primary objectives.