

2017

CITY OF SANTA ANA
FEDERAL AND STATE LEGISLATIVE PLATFORM
2017 SCORECARD



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EXHIBIT 2



CITY OF SANTA ANA

2017 FEDERAL AND STATE LEGISLATIVE PLATFORM

SANTA ANA CITY COUNCIL



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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 Community Oriented Policing Services (COPS) and juvenile justice programs.

(PD) The Police Department received no COPS Office funding in 2017, however continued to utilize federal COPS Office funding to further Community Oriented Policing goals. COPS funding has continued to allow SAPD to address trust issues between the community and the agency. The department received no grant funding for body worn cameras however through the use of asset seizure funds was able to provide a body worn camera solution to all deployed field units. With no prior mandatory monitoring of police and community interactions, the SAPD launched the Body Worn Camera Program (BWC) in September 2017 to all front line police officers. The SAPD BWC Program policy and implementation platform has become a model for police agencies across the State, with local and regional agencies conducting site visits of our framework.

(HK) We continued to showcase the City's initiatives to demonstrate the value of the COPS program and sought federal funding for the evaluation of the Police Department's body worn

camera program. Also supported continuation of the juvenile justice and second chance programs.

(HK) Additionally, the Santa Ana-Anaheim regions received over \$5 million in Urban Area Security Initiative (UASI) grant for third consecutive year.

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.

(CDA) Supported and advocated for legislation to increase funding for affordable and permanent supportive housing.

(CDA) Collaborated with the County of Orange and local cities to seek a regional solution to reduce homelessness.

(CDA) Held a Regional Convening on Homelessness to engage leaders and elected officials across Orange County to work together

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toward practical, long-term solutions to reduce homelessness.

(CDA) Awarded 131 project-based vouchers for the development of two new permanent supportive housing projects that are currently in the pipeline including a 75-unit project for homeless veterans and a 56-unit project for chronically homeless individuals.

(CDA) Adopted a comprehensive Homeless Prevention, Intervention and Mitigation Plan and hired a Homeless Services Manager.

(CDA/CAO/CMO/PRCSA/SAPD) Added a new section to the Santa Ana Municipal Code related to the storage of property and provision of services in the Civic Center.

(CDA) Created an Inter-Departmental Committee to improve the coordination of homeless outreach, enforcement and services in the City.

(CDA) The City met all requirements to continue to receive funding from the U.S. Department of Housing and Urban Development for the Emergency Solutions Grant Program.

(CDA/TPA) Submitted two public comment letters to inform the California Department of Housing and Community Development's No Place Like Home (NPLH) Draft Guidelines in order to expand available funding through the NPLH Program for developing permanent supportive housing for homeless individuals and families.

(TPA) Advocated in support of AB 346 (Daly) which would allow local jurisdictions to contribute Low and Moderate Income Housing Asset funding towards projects that help with homeless and rapid rehousing. The bill passed the Legislature and was signed by the Governor.

(TPA) TPA worked with various stakeholders to advocate for the inclusion of funding to address homelessness as part of the affordable housing package. As a result of efforts, SB 2 (Atkins) contains funding for 2018-19 to assist local governments in addressing issues related to homelessness.

(HK) We set up follow-up meetings with the US Department of Housing and Urban Development, the Veterans Administration and the City's House and Senate delegation to discuss the City's initiatives and the importance of maintaining funding for the HOME program and veteran homelessness. Another concern is the White House Administration's efforts to cut back on these successful safety net programs.

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.

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(PD) SAPD continued to implement the City's Measure BB initiative, which allowed for medical marijuana dispensaries to lawfully operate in the city. The Department aggressively reacted to illegal dispensaries by partnering with code enforcement to utilize traditional law enforcement efforts, and the strategic use of legal receiverships to close most illegal dispensaries.

(PBA) Kept pace with a burgeoning industry and new State regulations by adopting a commercial cannabis ordinance that allows the safe operation of cannabis retail businesses with the goal of issuing permits for adult-use retail sales in 2018.

(PBA) Continued to allow the operation of commercial cannabis retail businesses for medicinal sales.

(PBA) Generated revenues to mitigate impacts from new cannabis businesses to ensure safe operation of commercial cannabis businesses and to compensate for City services to regulate and monitor the industry.

(PBA) Monitored developments at the State level for implementation of Proposition 64, California Marijuana Legalization Initiative.

(PD/PBA) In 2017, the City shut down 40 illegal dispensaries and identified 14 illegal dispensaries that continue to be the focus of the Task Force enforcement efforts.

(PD/PBA) In collaboration with the Planning and Building Agency, the Santa Ana Police Department issued 18 Regulatory Safety Permits related to Measure BB with an additional two in process.

(CAO/PBA) In collaboration with the City Attorney's Office, the Planning and Building Agency continues to use a variety of enforcement options to shut down illegal marijuana dispensaries. This includes expanded the use of the inspection/ abatement warrant process, authorizing the installation of metal security doors and window coverings to prevent anyone from re-entering and re-occupying closed dispensary sites.

(TPA) Worked closely with the Legislature, Governor's Office, and various state agencies to ensure that local control was protected as the State considered various legislative and regulatory proposals. TPA provided regular updates to the City regarding various aspects of regulations that were being considered by the State, as well as providing State regulators with feedback on potential impacts to the City.

(HK) In light of the Department of Justice's memorandum on marijuana enforcement and rescission of the Cole memo, it is important that we continue to monitor federal developments that may impact City and state regulation. It should also be noted that a bipartisan bill, known as the Compassionate Access Act, was re-introduced that would remove cannabidiol (CDB) from the Controlled Substances Act so that physicians – with state approval of its use – could prescribe such treatment, as in the case of epilepsy, cancer or glaucoma.

(HK) The Fiscal Year 2017 Commercial, Justice, and Sciences Appropriations bill includes the Rohrabacher-Blumenauer Amendment, which prohibits the Justice Department from spending funds to interfere with the implementation of state medical cannabis laws. We have worked in close coordination with key local government associations to protect this provision.

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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.

(PD) The Santa Ana Police Department continues to be the recipient of JAG Byrne grant funding. During 2017, the gang unit seized 111 firearms off the streets (a 27% increase from 2016 to 2017, and the highest recorded seizure rate since 2005) utilizing, in part, this funding to provide seven day per week coverage. Funding has also allowed Gang Detectives to focus efforts on specific areas based on community complaints and intelligence. This hot-spot policing has allowed for more effective and efficient use of resources.

(HK) In the Department of Justice, grant opportunities are available to support local efforts to address high levels of youth-related gun crime and violence. The City supports continued funding from Congress to maintain these programs.

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)

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 polices will be adopted to ensure all newly rehabilitated infrastructure meets new safety standards. Updated design standards will include new curb and roadway alignments that will elevate the priority of pedestrian and bicycle use on city streets, and will emphasize shared use of the public rights-of-way. Programs related to traffic and pedestrian safety, and enforcement and education are included. The estimated cost to construct the immediate and near term city-wide phases of safe mobility initiatives is approximately \$16 million.

(TPA) Advocated in support of SB 760 (Weiner) which would provide funding for projects that prioritize complete streets and consider bicycle and pedestrian friendly features. The measure is a two-year bill that is currently awaiting a vote on the Senate Floor.

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

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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.

(TPA) Communicated the City's support and interest in the program with Assembly Member Chiu's office. Discussed steps that would need to be taken for the Assembly Member to add the City of Santa Ana to the bill; however, the bill failed to make it out of the Assembly Transportation Committee.

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.

(CDA) Awarded seventy-five (75) U.S. Department of Housing and Urban Development Veterans Affairs Supportive Housing Project-Based Vouchers to develop permanent supportive housing for homeless veterans.

(CDA) Issued Housing Choice Vouchers to eligible U.S. Military Veterans who were pulled off of the top of the Housing Choice Voucher Program Waiting List as the highest priority applicants.

(CDA) Attended a veteran services fair to market information on housing assistance resources available through the Housing Choice Voucher Program.

(HK) As part of our coalition advocacy efforts to reverse housing cuts in the Administration's budget, we have formed a Mayors-CEOs housing investment coalition to expand competitive

funding opportunities for innovative housing ideas and wrap-around services. We are working closely with the City's delegation to demonstrate the impact on the City's homeless veterans and ensure HUD/VA funds are sustained and not redirected for other purposes. In FY '17, the VA Secretary sought to redirect a portion of Veteran Affairs Supportive Housing (VASH) voucher funding for other priorities. We successfully opposed this effort and the VA Secretary has agreed to maintain VASH voucher funding.

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.

(CMO) In January 2017 the City approved an ordinance declaring the City of Santa Ana a sanctuary for all its residents, regardless of their immigration status and outlined various policies and procedures concerning immigrant status and enforcement of federal civil immigration laws.

(CMO) In July 2017, the Santa Ana City Council appropriated \$65,000 for legal defense fund to

support removal defense for detained immigrants and contracted with the Vera Institute of Justice to establish universal representation in Santa Ana.

(TPA) The City of Santa Ana supported Senate Bill 6 (Hueso), which would provide funding for Universal Legal Representation for Immigrants in California. The provisions of the bill were ultimately incorporated into the State Budget that was signed by the Governor.

(TPA) The City of Santa Ana supported SB 54 (De Leon) which limits the involvement of state and local law enforcement agencies in federal immigration enforcement. The City was one of the primary witnesses when the measure was heard in Senate policy committee. The bill was ultimately approved by the Legislature and signed by the Governor.

(HK) The City has taken a strong leadership role as a sanctuary city in fighting for immigrant rights, protections for DACA students including a pathway to citizenship, and keeping families together. We have helped City officials to connect with both Senators and House representative and Judiciary Committee counsel. This extensive effort has provided valuable information and analysis on devastating impact of the Administration's "safe communities" enforcement policy; the state of play on protecting DACA students, particularly the Bridge Act; and legislative efforts to penalize sanctuary cities. In addition, HK helped draft the cities sanctuary city resolution.

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.

(PRCSA) The Assembly and Senate approved issuance of the SB 5 Park Bond and the Governor signed the bill into law on October 15th. The bond will be placed on the June 2018 Statewide ballot and only needs passage by a simple majority of the voters.

In June 2017, the City received a \$1 Million grant from the State's Department of Parks and Recreation to support a new synthetic soccer field at Santa Anita Park.

In June 2017, the City received a \$518,109 for the State's Housing Related Park program.

(TPA) Supported both SB 5 (De Leon) and AB 18 (Garcia), each of which proposed to place a park bond on the June 2018 ballot. SB 5 was ultimately approved by the Legislature and signed by the Governor. TPA worked with the author, the City's legislative delegation, and numerous stakeholders to include funding and provisions in the bill that may be beneficial to the City. This includes \$16 million for the Santa Ana River Conservancy, per capita parks funding, and

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funding for nature education facilities, such as the Santa Ana Zoo.

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.

(HK) With the award of the Institute of Museum and Library Services grant, we think it is important to highlight this program with the Director of the Smithsonian's Latino Center in DC; and investigate possible program and funding connections. It may be helpful to add this possible Smithsonian connection to the City's DC trip.

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.

(PRCSA) The Library was awarded a \$25,000 grant to pilot a "Ready to Code" program for Santa Ana youth. This award was made by the American Library Association (ALA) and its sponsor, Google.

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

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expand HUD's Promise Zone Program; oppose legislation that would cut or reduce federal funding to Sanctuary cities. In addition, support efforts to 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.

(HK) HK worked to protect HOME, CDBG, ESG and the Housing Choice Voucher program in FY '17 appropriations and continues to advocate for these programs in the FY '18 omnibus package.

As Congress considered tax reform, there was an effort to eliminate private activity bonds (PABs), which would have decimated the 4% Low Income Housing Tax Credit (LIHTC) program. Working with a coalition of local government groups, we were able to ensure that PABs were maintained in the final tax reform package. In addition, we have worked with the City to support S. 548, the Affordable Housing Credit Expansion Act.

(CDA) Approved an award of \$8,522,740 for the development of a 69-unit affordable housing project.

(CDA) Approved an award of \$6,000,000 for the development of a 51-unit affordable housing project.

(CDA) Executed two loan agreements in the total amount of \$7,494,760 for the development of a 57-unit affordable housing project.

(CDA) Awarded \$504,550 in HOME CHDO funds to an eligible CHDO.

(CDA) To support homeownership, the City administered a Down Payment Assistance Program for first-time homebuyers with funding from the Community Development Block Grant (CDBG) Program. A total of 141 applications were distributed and four were received for this program. The City also provided a quarterly workshop for interested applicants in the community.

(CDA) To improve the City's housing stock, the City administered Residential Rehabilitation Programs for single-family homes, mobile homes, historic homes and multi-family properties. For the Single-Family Home Rehabilitation Program, a total of 52 applications were distributed, eight were received, and one application was approved for this program. From applications that were approved a total of three (3) single-family homes were repaired through the City's program in 2017. For the Mobile Home Rehabilitation Program, a total of 47 applications were distributed, seven were received, and one application was approved for this program. The rehabilitation of two units was completed in 2017.

(CDA) Construction was completed on a new 70-Unit affordable rental housing development made possible by a City investment of \$2 million dollars and eight (8) Project Based Vouchers.

(TPA) Worked with the City, the City's legislative delegation, and numerous stakeholders on the affordable housing bill package. The Legislature ultimately approved over a dozen measures to deal with various aspects of affordable housing. TPA worked to ensure that the City would receive a direct allocation of funding through SB 2 (Atkins), which provides a permanent source of affordable housing funding.

TPA also worked with numerous stakeholders to reduce the impact of certain affordable housing bills, such as SB 34 (Weiner) that aimed to reduce local control over affordable housing decisions.

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, creates 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.

(CDA) The City continues to support and market the Recycling Market Development Zone Program as an economic incentive for manufacturing companies that produce products in the green business industry.

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.

(CDA) The City continues to evaluate legislation that negatively impact businesses in the City of Santa Ana.

Economic Development Initiatives

(Community Development Agency)

Collaborate with the Governor's Office of Business and Economic Development in support of ongoing economic initiatives and programs

that provide direct technical and financial assistance to businesses looking to locate or expand in the City of Santa Ana. Programs such as California Competes Tax Credit, Sales and Use Tax Exemption, New Employment Hiring Tax Credit, Industrial Development Bonds, and the Employment Training Panel.

(CDA) The City worked with the Governor's Office of Business and Economic Development to offer State incentives for the City's joint proposal with the City of Garden Grove to attract Amazon's 2nd headquarters. Incentives such as the California Competes Tax Credit were highlighted as part of this incentive package.

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.

(PWA) The recent formation of a public-private partnership, which has led to a 50-50 effort to deliver roadway improvements valued at \$5 million in and around the Warner Industrial Center Park. The property owners in that industrial park agreed to self-assess to pay for half of the cost of reconstructing the public street improvements in their park. The partnership was formed in 2016, and the improvements will be completed by early 2018.

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.

(CDA) The City continues to evaluate eligibility to create an Enhanced Infrastructure Financing District in strategic areas of the City as authorized by SB 628.

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.

(CDA) Doubled the size of the Family Self-Sufficiency Program from 75 to 150 active participants.

(CDA) Following a competitive grant application process, the City was successful in its application and received an award of \$138,000 to administer the Family Self-Sufficiency Program for 2017.

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.

(CDA) The allocation by the State of California to Santa Ana for Adult, Dislocated and Youth programs totaled \$2,377,153.00 for FY ‘17-‘18. This represented a 12% reduction in funds over last year.

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.

(CDA) Community Development Block Grant (CDBG) funds in the amount of \$5,284,239 were allocated by the U.S. Department of Housing and Urban Development (HUD) to the City of Santa Ana. The funds will be used for housing rehabilitation, residential street improvements, street and bike trail lighting, new park design, code enforcement, microenterprise business startup grants, first time homebuyer down payment assistance, and public services.

(CDA) For the first time, a total of \$792,635, the maximum allowable for public services, was awarded to local nonprofit organizations. These funds are used for various programs with an emphasis on crime prevention, intervention and suppression efforts for children, youth and families to improve local neighborhoods.

(HK) We have been in the forefront of working with both large and medium sized cities to preserve CDBG and will continue our efforts, working closely with US Conference of Mayors, National League of Cities, League of California Cities and National Association of Counties.

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.

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

(PWA) On April 28, 2017, the Governor of California signed Senate Bill No. 1 (SB1), also known as the Road Repair and Accountability Act of 2017, to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway system and the local streets and roads system. This new revenue source will provide approximately \$1.9 million the first year of funding and \$5.8 million per year thereafter. This program also includes additional funding programs for other transportation needs. As the guidelines for these programs are established, City staff will look to pursue these funds to supplement existing transportation dollars.

(TPA) Advocated in support of SB 1 to provide an ongoing stable source of funding for state and local transportation infrastructure. TPA worked

with the City's legislative delegation, as well as other key legislators, to highlight the potential positive impact that the measure would have on the City.

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.

(HK) Tax-exempt municipal bonds were preserved in the final tax reform package that passed Congress at the end of 2017.

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

(PWA) The City of Santa Ana completed lighting retrofit projects at the Main library facility, McFadden Learning Center and Newhope Library in 2017. An HVAC retrofit project was also completed at Newhope Library. In 2017, AQMD Subvention Funds were identified and committed to purchase electric vehicles in 2018. Additionally, site design of a Public Access CNG station at the City Yard is underway. This site is estimated to be ready for public use in 2019.

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) The City began utilizing new legal resources to address hazardous and unsafe properties using the receivership process. This process has identified properties with illegal marijuana

dispensaries and an apartment building with unsanitary and hazardous conditions.

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

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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 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.

(PWA) Due to the abundant availability of surface water and the need to use it or lose it to the ocean, in August 2017, the City partnered with the Metropolitan Water District, the Orange County Water District, and the Municipal Water District of Orange County on a cyclical storage agreement. Through this agreement, the City participates in water banking efforts where surface water is used in lieu of groundwater pumping allowing the City to use the excess surface water available today and save the groundwater for a future dry spell. The City banked over 2,000 acre-feet of water in 2017.

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.

(PRCSA) The California Parks and Recreation Society and its sponsors, Playcore and GameTime, awarded a \$75,000 grant to the Recreation Division to purchase and install a new Healthy Play designed playground at Chepa's Park.

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.

(PRCSA) PRCSA was able to secure \$853,604 of federal grant monies to fund security lights on key sections of the Pacific Electric Bike trail adjacent to Eastside and Madison Park neighborhoods.

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(PWA) In 2017, Public Works secured advanced SB1 augmentation funds in the amount of \$13 million for infrastructure, the bulk of which provides improved mobility, including expanded pedestrian and bicycle improvement and related safety features.

(PWA/TPA) The City of Santa Ana submitted several applications for the 2017 Active Transportation Program cycle. TPA secured letters of support for these projects from Assembly Member Daly and Senator Nguyen. The City of Santa Ana was recommended to receive funding for two of their projects through the ATP SCAG regional recommendation. The West Willits Street Protected Bicycle Lanes project and the Safe Routes to Schools Davis Elementary ADA Compliance project were awarded a total funding amount of \$8,724,000.

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.

(PBA) The Agency has included for the second half of the year review of options for requesting residential group homes.

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.

(PBA) In February 2017, the Planning and Building Agency successfully applied for a \$325,000 Southern California Association of Governments (SCAG) Sustainability Planning Grant. This grant enabled the City of Santa Ana to hire three consulting firms to ensure that the Santa Ana General Plan Update reflects economically, socially, and environmentally sustainable practices. In December 2017 these consultants began the process of studying existing land use patterns, reviewing public realm policies, conducting market analysis, and assisting with community outreach.

(PBA) The City successfully applied for and received funding from the Southern California Air Quality Management District to fund technical studies for the Metro East Mixed Use Overlay District expansion project, which will extend a transit-oriented plan area to promote multi-modal transportation and urban infill development.

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.

(PBA) In late 2017, members of EMT discussed a framework for advancing Santa Ana's proposed Community Engagement Policy. Consultations are continuing on a one on one basis with each city agency with the intent of development a consistent policy for advancing community engagement internally. This policy is intended to be presented to the Mayor and City Council in early 2018 and once adopted, separate efforts will be launched to develop a community engagement strategy which will address work underway with Santa Ana's residents and external partners. At that time, grant funding through federal and state channels will be pursued.

(PRCSA) PRCSA was successful in obtaining funding for a full-time Youth Services Supervisor who will take lead in coordinating youth civic engagement throughout the City.

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

(PWA) City staff has continued to coordinate with and support OCTA in the completion of the design phase of the project. OCTA will be advertising the OC Streetcar design project on December 11, 2017. Staff will continue to provide support during the bidding, award and construction of the project through 2018.

(HK) We have worked in close coordination with OCTA and City staff and officials, and engaged both Senators and House Representatives at every step to make sure our visits were well messaged with the new Administration and aligned with project timelines. The City's delegation, especially Senator Feinstein who sits on the Transportation, Housing, and Urban Development Appropriations Sub-Committee, has been key to advancing annual funding for the project beginning in FY '17 and in FY '18.

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.

(PWA) In 2017, the City performed several improvements at the Santa Ana Regional Transportation Center, which included replacing the platform lights with LED lighting, HVAC air handler upgrades, and flooring and lighting improvements. Other up upgrades will be made as more funding becomes available.

**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.

(PWA) Consistent with this effort, the Santa Ana Blvd and 5th Street Protected Bike lanes project, funded with Active Transportation Program grant funds, will install 4.2 miles of median protected bike lanes to connect the downtown Civic Center area with the SARTC. Being that a significant portion of the project shares the same roadway alignment as the OC Streetcar project; the City has been working closely with OCTA to ensure our design efforts are coordinated. In 2017, the project was in the design phase with construction scheduled to begin in conjunction with the OC Streetcar project as early as summer 2018.

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

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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.

(PWA) OCTA in coordination with the City completed the project report and environmental document for the 17th Street Grade Separation in 2017. The Public Works Agency will continue to seek grant funding for the project in collaboration with OCTA. Additionally, OCTA submitted applications for funding of the Santa Ana Blvd. and 17th Street grade separations through the California Public Utilities Commission Section 190 Grade Separation Program grant. The program provides state funds to local agencies to grade-separate at-grade crossing, or to improve grade-separated crossings. If approved, these funds may be used as seed money for the next phase of each project.

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.

(PWA) In 2017, staff completed a feasibility study and began the process of developing a detailed implementation plan. Staff is in the process of applying for various grants and low interest loans and 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

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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) Staff is in the process of applying for various grants and low interest loans and 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.

(PWA) In 2017, the City released a Request for Proposals to commission a recycled water system master plan. Staff is in the process of applying for grant funding for the recycled water master plan document.

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.

(PWA) The City of Santa Ana along with the City of Newport Beach, City of Costa Mesa, and County of Orange entered into a multijurisdictional project to improve water quality in the Upper Newport Bay. The project locates a diversion structure in the Santa Ana Delhi Channel just south of John Wayne Airport. This diversion will treat 3 million gallons per day of dry weather flow and divert it to the sanitary sewer where it will be treated for reuse by the Orange County Water District. In addition, the project will remove trash from a storm event. The project is currently under construction and is expected to be operational towards the end of 2018.

(TPA) Worked with the City's legislative delegation, and other key legislators, to advocate for funding for the Santa Ana River Conservancy Program within SB 5, the Park Bond. Ultimately, \$16 million was included in the final measure for the Conservancy Program.

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.

(PWA) The current phase of the Bristol Street Improvement Project consist of three segments and an intersection improvement. The segment on Bristol Street from Washington Avenue to 17th Street is currently under construction. Construction is anticipated to be completed by winter of 2018.

(PWA) For the segments on Bristol Street from Civic Center Drive to Washington Avenue and from Warner Avenue to St. Andrew Place, the City is currently acquiring properties to allow for the improvements. Construction activities for these two segments are scheduled to begin summer of 2018.

(PWA) The intersection improvement at Bristol Street and Memory Lane is currently in the design and right of way phase. The project entails widening Bristol Street, just north of Memory Lane, to accommodate a third southbound through lane at the intersection. This additional through lane would result in the relocation of the existing dedicated right-turn lane slightly west. The proposed widening would involve the partial acquisitions in order to accommodate the new total ROW widths.

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) Staff will continuously seek funding for this project through federal support, the OCTA Measure M Regional Capacity Program, and other sources. For any shortfall of total project cost, the Cities of Irvine and Santa Ana will each provide 50% of the remaining cost of the project as part of the cooperative agreement between the two cities.

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.

(PWA) The initial 900-foot segment between 1st Street and 4th Street was completed in 2015. The design of the remaining segment from 4th Street to 17th Street was completed in 2017. The Public Works Agency will continue to seek grant funding for the project.

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.

(PWA) OCTA funded the design phase and a portion of right-of-way for Phase I (Main Street to Oak Street) in April 2017. City of Santa Ana staff submitted the grant applications for the construction funding of Phase 1 and right-of-way funding of Phase 2 to OCTA in October 2017.

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.

(PWA) In Spring 2017, the City received federal Highway Bridge Replacement and Rehabilitation (HBRR) funding for the environmental and design phases of the Fairview Street Bridge replacement. The scope of work entails the widening of Fairview Street between 9th Street and 16th Street, including bridge replacement, from a 4-lane roadway to a 6-lane arterial and the installation of a raised landscaped median, bike lanes, sidewalks, streetlights, and aesthetic enhancements consisting of decorative barrier rails. Staff will seek funding for the right-of-way and construction phases through federal support independently or via OCTA once the project completes the environmental clearance process according to the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) guidelines.

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.

(CMO) The City of Santa Ana continues to expand transparency and engagement with the community by hosting many community meetings and collaborate with regional organizations to expand engagement.

(COTC & IT) Acquired new City Council Agenda Management software that will augment transparency of records and city information to the community.

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.

(IT) The Information Technology Department has contracted with a vendor to implement a web content management system along with an open data portal. The project is currently in process and expected to be completed in 2018. The open data portal will allow departments to share data sets, performance measures, and GIS maps with the public.

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.

(IT/COTC) The IT Department and the Clerk of the Council have made many public records available on the City's website. In addition, an online records request form is being developed in-house using an existing workflow tool.

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

(CMO) Assembly Bill 1665, Telecommunications: California Advanced Services Fund, continues to fund a program that supports projects that promote the goal of ensuring 98% of the public have access to the internet. However, the program does nothing to ensure that is affordable, over that access is available.

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.

(IT) Although there were several bills regarding Cyber Security, none provide funding to municipalities.

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.

(IT) There was no legislation to modify the use of PEG funds.

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

(IT) On December 28, 2017, Governor Brown announced that California would be opting in to FirstNet. AT&T, in a public-private partnership with

the First Responder Network Authority, will build, operate and maintain a highly secure wireless broadband communications network for California's public safety community at no cost to the state. The FirstNet network will drive innovation and create an entire system of modernized devices, apps and tools for first responders.

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.

(CMO/IT/TPA) Senate Bill 649, Wireless Telecommunications Facilities, would have taken away local control of City Assets for use by Telecommunication companies. TPA worked with the City, key legislators, the Governor's Office, and a broad coalition of local governments to oppose the bill. Although this bill passed both the Assembly and Senate, the Governor ultimately vetoed the measure. It is anticipated that there will be additional attempts to pass this legislation in 2018.

Legislative Agenda

(City Manager's Office)

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

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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.

(CMO) The City Council Legislative Council Committee met three times throughout 2017 in concurrence with State and Federal lobbyist to solidify the annual legislative agenda consistent with the Strategic Plan.