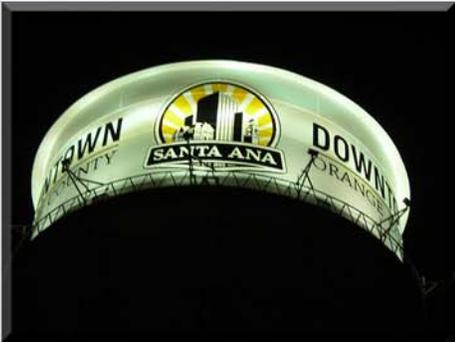
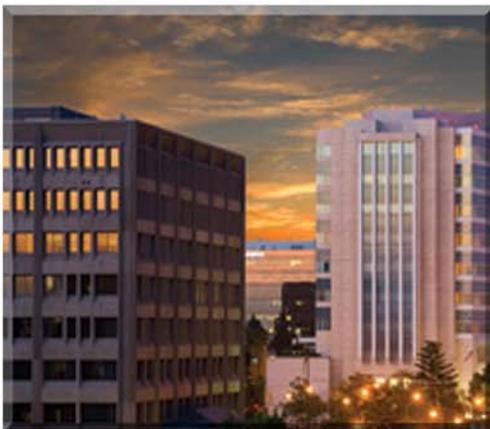




# City of Santa Ana FEDERAL & STATE LEGISLATIVE PLATFORM



# 2015





# **CITY OF SANTA ANA**

## **2015 FEDERAL AND STATE LEGISLATIVE PLATFORM**

### **SANTA ANA CITY COUNCIL**



**Mayor Miguel Pulido**



**Mayor Pro Tem Vincent Sarmiento**  
**Ward 1**



**Councilmember David Benavides**  
**Ward 4**



**Councilmember Michele Martinez**  
**Ward 2**



**Councilmember Roman A. Reyna**  
**Ward 5**



**Councilmember Angelica Amezcua**  
**Ward 3**



**Councilmember Sal Tinajero**  
**Ward 6**

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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 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.

### **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.

### **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.

### **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

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- 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

### **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 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.

### **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.

### **Domestic Violence** (Police Department)

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

## **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)

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.

### **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.

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.

**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.

## **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.

**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.

**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.

**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, 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.

**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.

**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.

**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.

## **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.

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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.

### **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 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.

### **Renewable Energy Grants** (Finance and Management Services Agency)

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

- Solar Energy (photovoltaic arrays)
- Cogeneration within Civic Center facilities
- Ice Energy

- Chiller Replacement
- Backup Generator / Emergency replacement
- Alternative fuels vehicle and infrastructure
- Cap-and-Trade (funding for public buildings and infrastructure, i.e. transportation)

### **Receivership Actions** (Planning and Building Agency)

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

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

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

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

## **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.

### **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.

### **Engagement** (Parks, Recreation and Community Services Agency)

Seek special grant monies for community engagement.

### **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.

## **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.

### **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.

**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.

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

**Grade Separations** (Public Works Agency)

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

Three separate grade separation projects are in or have completed the conceptual engineering and environmental analysis phase. The three projects are located on Santa Ana Boulevard, Grand Avenue, and 17<sup>th</sup> 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

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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.

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

### **Automated Meter Infrastructure** (Public Works Agency)

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

range of \$14 million. Staff will continue to seek funding for automated meter infrastructure.

### **Replacement Water Wells** (Public Works Agency)

The City supplies up to 70% of water demand via a system of groundwater wells. A number of these wells are aging and no longer produce the quantity or quality of water they once did. In order to sustain the quantity and quality of water for the community at the lowest cost possible, it is essential to retain our groundwater pumping capacity. A need exists to drill and equip new replacement wells. As a regional aquifer, this project would also protect the integrity of the aquifer for other water producers. The City is in the process of acquiring a site and has prepared a preliminary feasibility study for up to two new replacement wells. The replacement well improvements are estimated to be in the cost range of \$7 million. Staff will continue to seek funding for the replacement of water wells.

### **Reclaimed Water System Master Plan** (Public Works Agency)

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

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cost \$100,000. The cost to construct additional reclaimed water pipeline is estimated to be \$1.25 million per mile. Staff will seek funding to develop a reclaimed water system master plan.

### **Bristol Street** (Public Works Agency)

The City of Santa Ana has been in the process of improving 3.9 miles of Bristol Street between Warner Avenue and Memory Lane in conformance with the City's General Plan, and OCTA's Master Plan of Arterial Highways. The project adds one through lane in each direction, bike lanes, sidewalk, landscaping and medians, as well additional turn lanes and bus turnouts at major intersections. The completed or near completed portions of the project total over 2.5 miles.

OCTA has funded 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.

### **Alton Parkway** (Public Works Agency)

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

this project. Coordination with neighboring Irvine has been completed.

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

### **Grand Avenue** (Public Works Agency)

The City has a project to widen Grand Avenue between 1st Street and 17th Street. The project, similar to Bristol, adds one through lane in each direction, bike lanes, sidewalk, landscaping and medians, as well as additional turn lanes and bus turnouts at major intersections in conformance with OCTA and City plans. The initial 900-foot segment between 1st Street and 4th Street began construction earlier in 2014. Except for design phase funding, no funding has been identified for the remaining 4,300 feet, estimated to cost \$48 million. A Federal \$24 million grant to match the anticipated future OCTA Measure M2 funding could cover construction and project delivery.

### **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.

## **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.

### **Transparency and Engagement** (City Manager's Office)

Support federal/state legislation that 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.

### **Legislative Agenda** (City Manager's Office)

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