

**MINUTES OF THE SPECIAL MEETING  
OF THE CITY COUNCIL OF THE CITY OF SANTA ANA  
SANTA ANA, CALIFORNIA**

**AUGUST 25, 2009**

**CALLED TO ORDER**

City Hall  
2<sup>ND</sup> Floor  
Housing Conference, Room 229  
20 Civic Center Plaza, Santa Ana, CA  
12:05 P.M.

**PLEDGE OF ALLEGIANCE**

Mayor Pulido

**ATTENDANCE**

COUNCILMEMBERS Present:  
MIGUEL PULIDO, Mayor  
P. DAVID BENAVIDES  
CARLOS BUSTAMANTE  
MICHELE MARTINEZ  
VINCENT F. SARMIENTO (12:12 p.m.)  
SAL TINAJERO (12:26 p.m.)

ABSENT:  
CLAUDIA ALVAREZ, Mayor Pro Tem

STAFF Present:  
DAVID N. REAM, City Manager  
JOSEPH W. FLETCHER, City Attorney  
MARIA D. HUIZAR, Clerk of the Council

**PUBLIC COMMENTS**

- Ezequiel Gutierrez, Art Pedroza, and Mike Tardiff inquired as to design, funding, and Agenda noticing.

**WORK STUDY SESSION**

WSA CITY COUNCIL DISCUSSION – Regarding City's Transit Plan, transit oriented development opportunities, matters related to the City's role in regional transportation, and other development opportunities

City Manager Ream provided historic overview of Transportation Plans and development opportunities.

The following items were presented and discussed:

- Santa Ana / Garden Grove Transit Vision and GO Local Project Concept - Orange County Transportation Authority's (OCTA's) Go Local Program Step One - the Cities of Santa Ana and Garden Grove developed a vision for transit, access, and economic development in central Orange County. The vision includes transportation gateways into central Orange County taking advantage of the Santa Ana Regional Transportation Center (SARTC) on the east and the Pacific Electric Right-of-Way (PE ROW) at State Route 22 on the west. The gateways are linked by a five-mile east-west multi-modal transportation corridor that integrates a fixed guideway transit system (modern streetcar), OCTA's planned bus rapid transit (BRT), autos, bicycles, and pedestrians. Multi-modal corridor extends the reach of Orange County's rail backbone, Metrolink commuter rail service, into central Orange County, that will allow increased access to key activity and employment centers throughout Southern California.

OCTA Board committed \$5.9 million to advance the Cities' fixed-guide-way project to Step Two of the Go Local Program for detailed planning, alternatives analysis, financial planning, conceptual engineering, and state and federal environmental clearance.

The Go Local Project Concept is comprised of three components within the project area that extends from the Metrolink commuter rail line on the east to the SR-22/PE ROW Intersection on the west. The project area encompasses the Santa Ana Regional Transportation Center (SARTC), the Santa Ana Civic Center, Downtown Santa Ana, the Renaissance Specific Plan area, the PE ROW, the neighborhoods and facilities adjacent to the PE ROW, including the future development of the Willowick Golf Course.

The three components of the Go Local Project Concept are:

Fixed Guide-Way – Implementation of a fixed guide-way transit between the SARTC and Civic Center and Harbor Boulevard to connect to the planned Bristol Street, Westminster, and Harbor Boulevard bus rapid transit (BRT) lines

SARTC Expansion – Expansion of the SARTC to support the expansion of Metrolink services in 2009, the fixed guide-way, and planned BRT. The newly expanded SARTC would provide new station areas, additional parking, bus, pedestrian, and bicycle access all integrated into transit-oriented development on the adjacent to the SARTC site.

Multi-Modal Use of the PE ROW – The PE ROW would transform from abandoned linear corridor into a dynamic multi-modal transportation facility that integrated the fixed guide-way, BRT, auto, bicycles, and pedestrians. Transportation options include development of an arterial street, extension of fixed guide-way and an interchange to the arterial street at SR-22.

- Santa Ana Fixed Guideway (i.e. streetcar) - Provided overview of Proposed project, reviewed milestones for next 28 months with the final action adoption of Environmental Impact Report (EIR) by the City Council and Record of Decision (ROD) by FTA in December of 2011.
- Santa Ana Boulevard Grade Separation PSR Project and Station District Development Project - Process includes Study, Preliminary Engineering and final EIR and projected to be a 10 year project to completion.
- SARTC Master Plan - The SARTC Master Site Plan would create a comprehensive vision for converting regionally significant transportation hub to a vibrant, inter-modal transportation center where new services such as high-speed rail, bus transit (BRT), and the Santa Ana fixed guide-way provide seamless connections to the diverse range of services currently offered at the station.

The newly expanded SARTC will provide new station areas, additional parking, and improved bus, pedestrian and bicycle access. Through a separate planning effort, opportunities for transit-oriented development within walking distance from SARTC are being explored and private funding partners being identified. Preliminary engineering for the physical improvements at the station will be funded with the Go Local Step 2 funding allocated for Santa Ana's guide-way project. The opportunity to prepare the SARTC Master Site Plan in combination with the preliminary engineering study will result in quantifiable efficiencies.

#### 90A CITY COUNCILMEMBER COMMENTS

Council requested that that the Transportation Council Committee review the project and report progress to the City Council on a regular basis.

Councilmember Benavides suggested a Council retreat to review City goals and objections.

**ADJOURNED** – 2:55 P.M. - The next regular meeting of the City Council is scheduled for Tuesday, September 8, 2009 at 5:30 p.m. for the Closed Session Meeting, immediately followed by the Regular Business Meeting in the Council Chamber, 22 Civic Center Plaza, Santa Ana, California.

*Maria D. Huizar*  
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 Clerk of the Council