

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

JULY 23, 2013

CALLED TO ORDER

SOUTHWEST SENIOR CENTER
2201 W. McFADDEN AVENUE
SANTA ANA, CA
4:37 P.M.

ATTENDANCE

COUNCILMEMBERS Present:
MIGUEL A. PULIDO, Mayor (4:53 P.M.)
SAL TINAJERO, Mayor Pro Tem (5:16 P.M.)
ANGELICA AMEZCUA
P. DAVID BENAVIDES
MICHELE MARTINEZ
ROMAN A. REYNA
VINCENT F. SARMIENTO

COUNCILMEMBERS Absent:
None

STAFF Present:
KEVIN O'ROURKE, Interim City Manager
JOSE SANDOVAL, Chief Deputy City Attorney
MARIA D. HUIZAR, Clerk of the Council

Quorum was established thru presence of Councilmembers Amezcua, Benavides, Martinez, Reyna, and Sarmiento.

MOTION: Elect Councilmember Amezcua as Chair (pursuant to SAMC 2-101 due to unavailability of Mayor and Mayor Pro Tem).

MOTION: Martinez **SECOND:** Amezcua

VOTE: **AYES:** Amezcua, Benavides, Martinez, Reyna, and Sarmiento (5)

NOES: None (0)

ABSTAIN: None (0)

ABSENT: Pulido, Tinajero (2)

PUBLIC COMMENTS – None

COUNCIL RECESSED to Conference Room for Closed Session discussion at 4:38 p.m.

PUBLIC COMMENTS – None

CLOSED SESSION ITEM

- 1 PUBLIC EMPLOYEE APPOINTMENT pursuant to Government Code Section 54957(b)(1)

Title: City Manager

*Mayor Pulido left at 5:16 p.m. and did not return.

WORK STUDY SESSION

- WS1 Santa Ana/Garden Grove Transit Vision Update – Cities of Santa Ana and Garden Grove Transit Vision and Go Local Project Concept

Presentation presented by Interim City Manager O'Rourke and Jason Gabriel, Principal Civil Engineer

Why are we here?

- Start a Conversation with the Mayor & City Council & Seek/Reaffirm Policy Direction on:
 1. City Adopted Transit Vision
 2. Streetcar
 3. Grade Separation
 4. Expansion of the Santa Ana Regional Transportation Center (SARTC)
 5. Possible Relocation of OCTA Offices
 6. I-5 Freeway HOV Widening Project

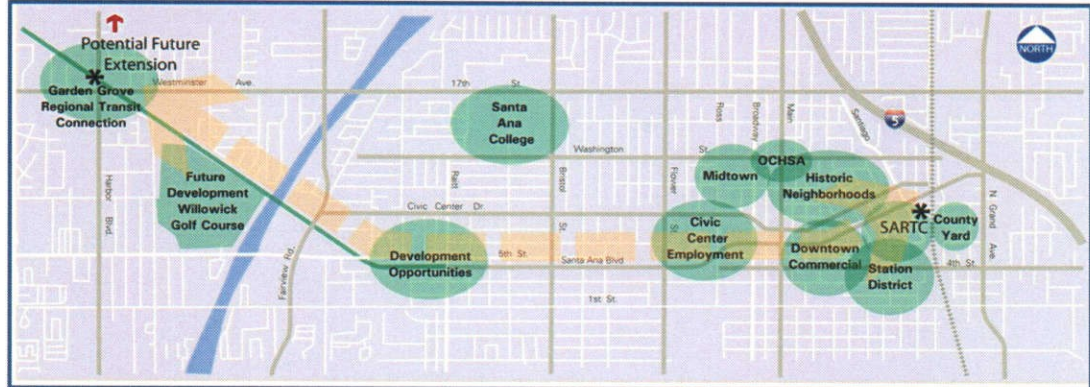
Background

OCTA approved the "Go Local" program in 2006

- City-initiated Transit Extensions to Metrolink
- In 2008, Santa Ana/Garden Grove Submitted Fixed Guideway Project Concept as Part of the Larger Transit Vision
- Santa Ana's Transit Vision
 - A Streetcar

- Expansion of the Santa Ana Regional Transportation Center (SARTC)
- Santa Ana Blvd. Grade Separation
- City was awarded Funding to fully develop Project Concept

Why Street Car?



- Population density of 1.5 times L.A.
- 5th most densely populated City in U.S.
- 17,380 residents per square mile
- 48,500 jobs per square mile
- City, County, State & Federal offices and courthouses
- SARTC average weekday visitor count is 2,995
- Served by 18 OCTA bus routes
- 17.8% of households without a car
- 13.8% of residents use public transit
- Historic Pacific Electric Railway route
- A Streetcar is a destination in and of itself

Transit Leader in Orange County

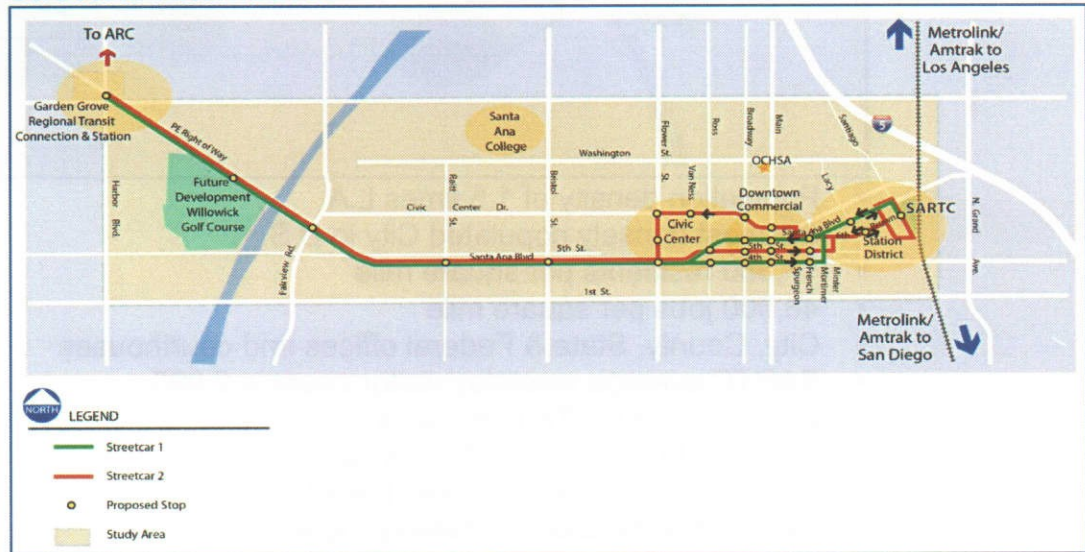


- Initial segment in Santa Ana
- Potential future extension through Garden Grove
- Would connect Anaheim & Garden Grove to Downtown Santa Ana and the Civic Center

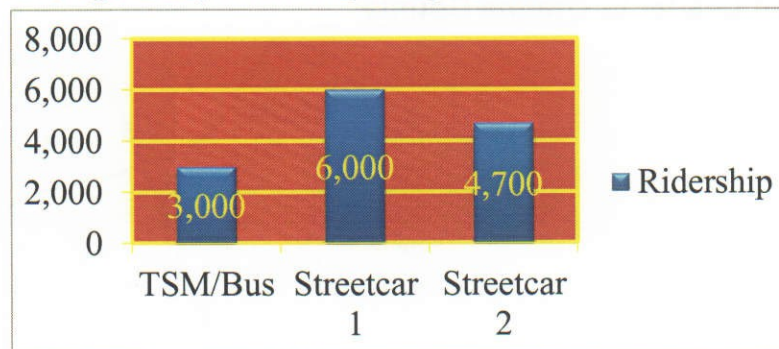
Alternatives Analyzed

- Reduced Set of Alternatives Evaluated in Environmental Assessment (EA) / Draft Environmental Impact Report (DEIR) (Nov 2012):
 - No Build
 - Transportation System Management (TSM)
 - Changes to Existing OCTA Bus System
 - Low Cost
 - Streetcar 1
 - Streetcar 2

Streetcar Alternatives



Average Daily Ridership Projections

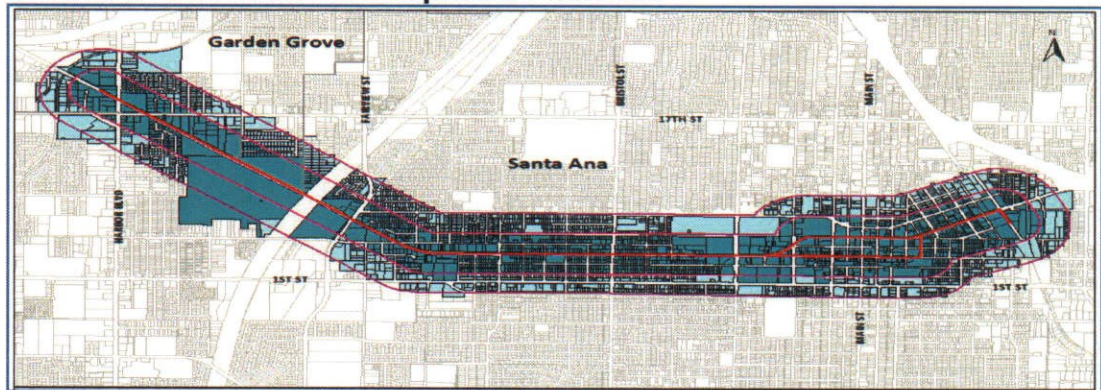


1. Ridership projections for streetcar alternatives based on average of high and low forecasts

Streetcar Economic Development Potential

- In Portland, \$3.5 billion was invested within 2 blocks of the initial streetcar alignment
- In Seattle, \$2.4 billion in investment occurred within 3 blocks of the streetcar line
- Tampa gained \$1 billion in investment within 3 blocks of its streetcar line
- Little Rock attracted \$816 million in capital investment along its 3-mile River Rail streetcar corridor within 10 years
- Santa Ana/Garden Grove investment potential being evaluated as part of the next phase of the project.
- Preliminary analysis anticipates a similar level of investment as Little Rock.

Streetcar Economic Development Potential



Cost Estimates

ALTERNATIVE	CAPITAL COST ³	ANNUAL O&M	ANNUALIZED COSTS ²		
			CAPITAL	O&M	TOTAL
TSM/Best Bus ⁴	\$16.4	\$13.2	\$1.5	\$13.2	\$14.7
Streetcar 1	\$238.0	\$4.9	\$16.9	\$4.9	\$21.8
Streetcar 2	\$257.0	\$6.1	\$18.4	\$6.1	\$24.5

1. All costs in millions
2. Annualized Costs are based on a 12-year bus and a 25-year streetcar useful life per FTA depreciation schedule
3. Full cost, including previously funded phases, year of expenditure, *Cordoba Corporation, July 2013*
4. Includes O&M costs for travel time improvements outside the study area

Cost Comparison to Other Systems

With a pre-construction capital cost estimate of \$47.5 million per mile, the cost of the Santa Ana-Garden Grove system is on par with other streetcar and BRT systems being planned and/or built:

- Tucson's nearly completed streetcar cost \$50.5 million/mile
- Seattle's First Hill streetcar will cost \$53.6 million/mile

- Kansas City's streetcar is estimated to cost \$50 million/mile
- Portland's Lake Oswego extension will cost \$59.3 million/mile
- Anaheim's streetcar may cost \$99.7 million/mile
- The Hartford New Britain Busway is estimated to cost \$60.9 million/mile*
- San Francisco's Van Ness Avenue BRT system will cost \$62.8 million/mile*
- * despite their relatively high costs, both of the BRT systems received federal New Starts funding

Community Outreach Efforts

- General community awareness campaign
 - Initiated Oct 2012
 - One-on-one & small group discussions with more than 30 groups:
 - Schools
 - Churches
 - Businesses
 - Service organizations
 - Neighborhood associations
 - More meetings planned
- Focused Downtown Santa Ana business outreach
 - Initiated Nov 2011
 - Fixed Guide-Way tours
 - Property owners
 - Merchants
 - Arts Council
 - Door-to-door meetings with more than 234 business representatives
 - Information provided in English & Spanish

Community Outreach Schedule

COMMUNITY OUTREACH	Prior Years	2013					
		JULY	AUG	SEP	OCT	NOV	DEC
Environmental Analysis Complete Environmental Doc Public Review Opens - 45 days Stakeholders Working Group Public Hearings (2) Public Review Closes							

CITY COUNCIL ACTIONS	Prior Years	2013					
		JULY	AUG	SEP	OCT	NOV	DEC
Environmental Analysis							
Complete Environmental Doc		—					
Public Review Period			—				
Select LPA						◆	
Certify Environmental						◆	

Steps take & Immediate Actions Remaining:

To Date:

- a) Go Local request by OCTA (2006)
- b) City Proposal (2007)
- c) OCTA funding to City for conceptual development (2008)

Moving Forward:

- 1) City Council – Information (7-16-2013)
- 2) City Council - SS / LPA & Environmental Status 7-23-2013 (first time public interacts w/ full CC)
- 3) OCTA – Project Status to (August 2013)
- 4) Release Environmental (August 2013)
- 5) OCTA – Completion of Draft Environmental (September/October 2013)
- 6) City Council - Select LPA & Certify Environmental (November 2013)
- 7) OCTA – Confirm adoption of LPA & Environmental by City Council (December 2013)

Council Police Direction Needed

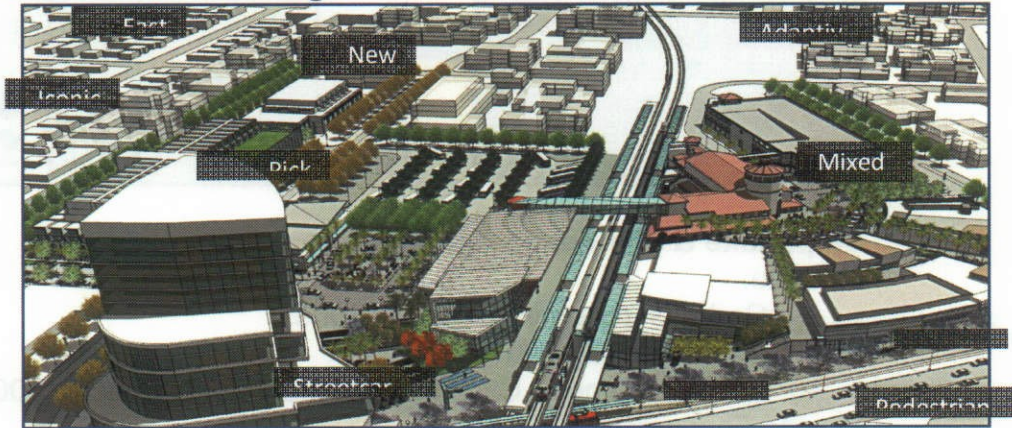
As Leaders in the County for the Regional Transit Vision, the City Council needs to Advise Staff:

- 1. Do you Support the Proposed Project & Next Steps?
- 2. Owner/Operator goes to OCTA
 - Design & Construction
 - Operations & Maintenance (\$5 – 6 million annually)

City Council made several general comments on proposed Streetcar project, including: overwhelming support of proposed project; need to have balanced distribution of transit funds i.e. highways, streets, etc.; proposed Streetcar project would alleviate street traffic congestion; OCTA’s M-2 funds set aside for alternative modes of transportation; evaluate alternative route drop off; staff to analyze tangible benefits to City’s economic development; study walkability component; City Council supports OCTA as owner and operator of Streetcar; Council to promote and encourage Countywide support of project.

Interim City Manager O'Rourke briefly discussed the SARTC concept and Caltran's proposed Interstate 5 Freeway HOV Widening Project

SARTC Transit Village



I-5 Freeway HOV Widening Project



ADJOURNED - 6:45 P.M.

Maria D. Huizar
Maria D. Huizar,
Clerk of the Council