

REQUEST FOR COUNCIL ACTION



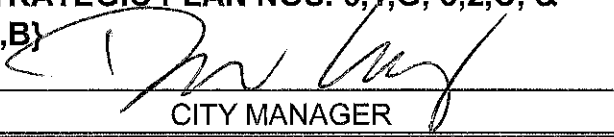
CITY COUNCIL MEETING DATE:

JANUARY 20, 2015

TITLE:

RESOLUTION CERTIFYING THE REA/FEIR FOR THE SANTA ANA-GARDEN GROVE FIXED GUIDEWAY PROJECT AND APPROVING THE PROJECT

{STRATEGIC PLAN NOS. 6,1,G; 3,2,C; & 3,4,B}


CITY MANAGER

CLERK OF COUNCIL USE ONLY:

APPROVED

- As Recommended
- As Amended
- Ordinance on 1st Reading
- Ordinance on 2nd Reading
- Implementing Resolution
- Set Public Hearing For _____

CONTINUED TO _____

FILE NUMBER _____

RECOMMENDED ACTION

1. Adopt a resolution certifying the Santa Ana-Garden Grove Fixed Guideway Project REA/FEIR (SCH#2010051060);
2. Adopt the Findings and Statement of Overriding Considerations for the Santa Ana-Garden Grove Fixed Guideway Project;
3. Adopt the Mitigation Monitoring and Reporting Program for the Santa Ana-Garden Grove Fixed Guideway Project; and
4. Approve the Santa Ana-Garden Grove Fixed Guideway Project;

BACKGROUND

This action will complete the environmental phase of the Santa Ana/Garden Grove Fixed Guideway Project in preparation for transferring project oversight to the Orange County Transportation Authority (OCTA) for the implementation, operation, and maintenance phases of the project. While OCTA will assume primary responsibility, the City will remain a participant in the design, construction, and eventual streetcar operations.

The OCTA Go Local Program was initiated in 2006 to identify projects that would provide last-mile transit connectivity to the Metrolink backbone commuter rail system in Orange County. The focus of the program was to conceive these transportation options at the local level. The program helped to identify the best projects for funding consideration through a competitive process that ultimately led to partnerships between OCTA and the local agency awardees.

In 2007, a collaborative effort between the cities of Santa Ana and Garden Grove led to a project concept which was one of two projects selected by OCTA to continue through the Go Local 4-step process. In Step 1, a feasibility study was completed in 2007 that explored a fixed rail connection to Metrolink. Step 2 was initiated in 2008 and involves the subject environmental analysis. The

remaining Go Local Steps 3 and 4 (Preliminary Engineering/Final Design, and Construction) will be led by OCTA.

Santa Ana and Garden Grove have collaborated with OCTA on the environmental analysis of the Fixed Guideway Project. Santa Ana took the lead role for the California Environmental Quality Act review and the Federal Transit Administration (FTA) was the lead agency for the National Environmental Policy Act review. A draft of the Environmental Assessment/Draft Environmental Impact Report (EA/DEIR) was completed on May 22, 2014. Following public circulation of the EA/DEIR, public comments were received and addressed in the Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR).

Concurrent with the environmental analysis, an Alternatives Analysis (AA) was also prepared. The AA established three build alternatives to be analyzed in the EA/DEIR: Streetcar Alternative 1, Streetcar Alternative 2, and a Transportation System Management (TSM) Alternative. Throughout the process, staff worked closely with OCTA and FTA to ensure that the EA/DEIR met all federal eligibility requirements for grant funding through the FTA Section 5309 New Starts/Small Starts Program. The draft AA was also completed on May 22, 2014 and the Locally Preferred Alternative (LPA) was identified by Council on August 5, 2014.

Staff and the consultant team recommend certifying the REA/FEIR; adopting the LPA with Streetcar Alternative 1 (Operations & Maintenance Facility Site B [west of Raitt Street] and 4th Street Parking Scenario A [parallel parking]) as the Santa Ana/Garden Grove Fixed Guideway Project; and approving the project by adopting this proposed resolution (Exhibit 1). Upon certification, OCTA will submit a draft Finding of No Significant Impact (FONSI) to FTA for approval. Once the FONSI is approved by FTA, the environmental phase of the project will be complete. City staff and the consultant team will then transfer all project documentation to OCTA for implementation.

STRATEGIC PLAN ALIGNMENT

Approval of this item supports the City's efforts to meet Goal #6 Community Facilities & Infrastructure, Objective #1 (establish and maintain a Community Investment Plan for all City assets), Strategy G (develop and implement the City's Capital Improvement Program in coordination with the Community Investment and Deferred Maintenance Plans).

Approval of this item also supports Goal #3 Economic Development, Objective #2 (create new opportunities for business/job growth and encourage private development through new General Plan and Zoning Ordinance policies), Strategy C (support business development and job growth along transit corridors through the completion of critical transit plans/projects including: The Fixed Guideway Project, Santa Ana Regional Transportation Center Master Plan, Complete Streets and General Plan Circulation Element update).

Approval of this item also supports Goal #3 Economic Development, Objective #4 (continue to pursue objectives that shape downtown Santa Ana into a thriving, culturally diverse, shopping,

dining, and entertainment destination), Strategy B (create a comprehensive program to manage parking that includes innovative strategies to provide parking, create revenue and enhance accessibility in the downtown).

ENVIRONMENTAL IMPACT

The REA/FEIR represents an informational document that is intended to advise public decision makers, other responsible and trustee agencies, and the general public of the potential effects of the proposed project.

The City of Santa Ana distributed a Notice of Preparation (NOP) for the EA/DEIR on May 24, 2010. The NOP was distributed to the State Clearinghouse Office of Planning and Research, public agencies, utility and service providers, homeowners' associations in the project area, nearby property owners, and other individuals that may have had an interest in the project. Several public project scoping meetings were held in 2010 to identify concerns or issues from the community. The scoping meetings identified seven conceptual project alternatives including No Build, Transportation System Management (bus improvements), two Bus Rapid Transit Routes, and three Streetcar Routes.

Through continued community input, these alternatives were screened down to the four alternatives presented to Council on December 20, 2010. The Reduced Set of Alternatives included the No Build alternative and those technology options that best met the needs of the community comprised of the two streetcar alternatives and a TSM alternative that included bus service improvements and signal synchronization. The EA/DEIR identified those potential impacts that could be significant and issues that would require additional analysis. The environmental issues analyzed in the EA/DEIR included:

- | | |
|---|--|
| 1. Aesthetics | 18. Mineral Resources |
| 2. Agricultural and Forest Resources | 19. Noise and Vibration |
| 3. Air Quality | 20. Population and Housing |
| 4. Biological Resources | 21. Public Services |
| 5. Coastal Zones | 22. Recreation |
| 6. Community Effects | 23. Safety and Security |
| 7. Cultural Resources | 24. Section 4(f) Resources |
| 8. Ecologically Sensitive Areas | 25. Socio-Economics |
| 9. Economic Effects | 26. Transportation, Traffic and Parking |
| 10. Endangered and/or Threatened Plant and Animal Species | 27. Utilities/Service Systems |
| 11. Energy Resources | 28. Visual Quality |
| 12. Environmental Justice | 29. Water Quality, Hydrology and Floodplains |
| 13. Geology, Soils and Seismicity | 30. Wetlands and Navigable Waterways |
| 14. Hazards & Hazardous Materials | 31. Construction |
| 15. Land Acquisition and Displacements | 32. Cumulative Impacts |
| 16. Land Use and Zoning | 33. Other Considerations |
| 17. Right-of-Way, Relocations, Utility Coordination | |

The EA/DEIR Notice of Availability was released on May 22, 2014, and the 45-day public comment period began May 23, 2014. Subsequently, staff implemented an extensive outreach campaign that exceeded statutory requirements:

- 3,796 postcards were prepared and sent to all properties within 500 feet of the area of potential effect (multi-residential and single-unit properties, including the owner and tenant of each property), as well as to key stakeholders who had previously participated in the environmental process. The postcards provided details of the three scheduled meetings in English, Spanish, and Vietnamese.
- A press release was sent out via Nixle and an announcement was made by the City Manager at a publicly televised City Council meeting at the start of the 45-day review period.
- Seven news outlets, including the OC Reporter and the Orange County Register, provided print and web coverage on the Santa Ana-Garden Grove Fixed Guideway Project and the scheduled public meetings.
- Information was placed prominently on the homepage of the City's website, eliciting 100,000 views in the first 30 days of the 45-day review period.
- To encourage attendance, staff contacted key stakeholders, groups, and neighborhood leaders (including those outside of the 500-foot envelope, such as the Logan and French Park neighborhoods), and sent out an e-news release to over 2,000 neighborhood leaders in advance of the meetings.
- A copy of the Santa Ana-Garden Grove Fixed Guideway Project AA/DEIR was placed at seven locations, including five in Santa Ana, one in the OCTA office in Orange, one location in Garden Grove, and a digital copy online, for public review.
- Three public meetings were held along the potential Santa Ana-Garden Grove Fixed Guideway Project route at various times to accommodate as many people as possible. Information, interpretation and translation services were provided in English, Spanish, and Vietnamese.
- Flyers in all three languages were placed at every community and senior center in the city, providing information on where to find the AA/DEIR, the website address, the 45-day review period, and how to submit comments.
- Notice of the public meetings and calls for public comment were also promoted on the City's social media channels several times throughout the 45-day review period.
- To encourage input, flyers on the 45-day review period and calls for comments were also distributed as handouts at neighborhood meetings throughout the 45-day review period.
- Information was provided to the Santa Ana Unified School District (SAUSD) Public Information Office and various SAUSD staff, to extend notification to those interested.

The public comment period ended on July 7, 2014. Comments were received from the following agencies:

- Santa Ana Historical Preservation Society (letter and e-mail) – support for Streetcar Alternative 1.
- US General Services Agency (GSA) (e-mail) – support for Streetcar Alternative 1; opposition to Streetcar Alternative 2.
- California Native American Heritage Commission (letter) – reiterating measures needed to protect sensitive archaeological resources.
- Caltrans (letter) – no comment; will continue to follow project.

Public comments were also received from the following groups/residents:

- Downtown, Inc. (e-mail) – support for Streetcar Alternative 1
- Santa Ana Community & Business Alliance (letter):
 - Opposition to the “Preferred Option” signed by 85 residents and businesses
 - Opposition to the “Preferred Option” and request for equity analysis signed by 98 residents
- Santa Ana Chamber of Commerce (e-mail) support for Santa Ana-Garden Grove Fixed Guideway Project
- Santa Ana Restaurant Association (e-mail) support for Santa Ana-Garden Grove Fixed Guideway Project
- Santiago Lofts resident (e-mail) support for Santa Ana-Garden Grove Fixed Guideway Project

Public comment totals from the public meetings are as follows:

- 4 postcards from residents
- Public Meeting #1: Verbal comments from 6 individuals
- Public Meeting #2: Verbal comments from 4 individuals
- Public Meeting #3: Verbal comments from 24 individuals

Comments generally fell into the following categories:

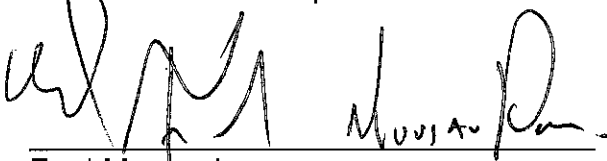
- General community support for a streetcar system
- Concern about the duration and potential impacts of construction on Downtown businesses
- Concern about loss of on-street parking
- Opportunities to stimulate economic development along Fifth Street
- Fourth Street versus Fifth Street

Written responses to these comments were provided in the REA/FEIR. The REA/FEIR documents all written and oral comments received during the public review period and contains the City's responses. The comments received from the public and from the public agencies did not require any new analysis or result in major changes in the REA/FEIR.

The Notice of Availability for the REA/FEIR was released on January 5, 2015. The REA/FEIR identified four environmental categories that will result in less than significant impacts through the adoption of feasible mitigation measures. Further, the REA/FEIR identified one environmental category that will result in significant environmental impacts, even with implementation of mitigation measures. The attached "Findings and Facts in support of Findings and Statement of Overriding Considerations for the Santa Ana—Garden Grove Fixed Guideway Project State Clearinghouse No. 2010051060" (Exhibit 2) summarizes the evidence relied upon by the City in making these findings. This evidence is drawn from the NOP, the comments and responses to comments on the EA/DEIR, the REA/FEIR, and other evidence presented to the City, including all other information in the administrative record. Additionally, a Mitigation Monitoring and Reporting Program has been prepared for this project and will be adopted along with the proposed resolution. The Mitigation Monitoring and Reporting Program (Exhibit 3) is found in Chapter 4 of the REA/FEIR (Exhibit 4).

FISCAL IMPACT

There is no fiscal impact associated with this specific action.



Fred Mousavipour
Executive Director
Public Works Agency

FM/WG/JG

- Exhibits:
1. Resolution
 2. Exhibit A - Findings and Facts
 3. Attachment A - Mitigation Monitoring and Reporting Program
 4. REA/FEIR

RESOLUTION NO. 2015-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SANTA ANA CERTIFYING THE REA/FEIR FOR THE
SANTA ANA-GARDEN GROVE FIXED GUIDEWAY
PROJECT AND APPROVING THE PROJECT

WHEREAS, the City of Santa Ana (the "City"), along with the City of Garden Grove, has proposed that a streetcar line be constructed and operated along a 4.2 mile-long corridor through the City of Santa Ana and into the eastern portion of the City of Garden Grove (the "Santa Ana-Garden Grove Fixed Guideway Project" or "the Project"); and

WHEREAS, under the California Environmental Quality Act (Public Resources Code section 21000 et seq., "CEQA"), and pursuant to Public Resources code section 21067 and State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) section 15367, the City has assumed the role of the lead agency for the Project on behalf of itself and the City of Garden Grove; and

WHEREAS, the City determined that an environmental impact report should be prepared pursuant to CEQA in order to analyze all potential adverse environmental impacts of the Project; and

WHEREAS, pursuant to State CEQA Guidelines sections 15082(a) and 15375, the City circulated a Notice of Preparation ("NOP") to public agencies, special districts, and members of the public for an initial 30-day public comment period commencing May 24, 2010 and ending June 22, 2010. In addition, four scoping meetings were conducted for the general public between June 8 and June 10, 2010; and

WHEREAS, during the NOP comment period, the City solicited comments from potential responsible and trustee agencies and members of the public; and

WHEREAS, the City prepared an Environmental Assessment/Draft Environmental Impact Report ("EA/DEIR") to analyze the potential environmental effects of the Project, and then published the EA/DEIR on May 23, 2014 with a 45-day public review period which expired on July 7, 2014. During the public review period, three public meetings regarding the Project were also held, on June 14, 17, and 19, 2014; and

WHEREAS, pursuant to CEQA Guidelines section 15087, the City circulated a public notice of availability of the EA/DEIR; and

WHEREAS, pursuant to CEQA Guidelines section 15086, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies and other interested parties during the 45-day comment period; and

**Exhibit **

WHEREAS, the City received 17 written comment letters during the public review period for the EA/DEIR and prepared responses to the same. Responses were also prepared to oral comments made during the aforementioned meetings held during the public review period; and

WHEREAS, pursuant to Public Resources Code section 21092.5, the City provided copies of the written responses to all commenting public agencies; and

WHEREAS, the EA/DEIR assessed the environmental impacts of a number of alternative versions of the Project, without indicating a preference for any particular alternative; and

WHEREAS, after review of the public comments and testimony received during the 45-day public review period, the City Council of the City of Santa selected, via Resolution No. 2001-049 (adopted on August 5, 2014), "Streetcar Alternative 1" (Operations & Maintenance Facility Site B [west of Raitt Street] and Fourth Street Parking Scenario A [parallel parking]) as the "Locally Preferred Alternative" to be implemented. For the purposes of this Resolution, the "Project" shall hereafter refer to Streetcar Alternative 1, as described in Resolution No. 2001-049; and

WHEREAS, the City has prepared a Revised Environmental Assessment/Final Environmental Impact Report ("REA/FEIR"), consisting of comments received during the 45-day public review and comment period on the EA/DEIR, written responses to those comments, and revisions and errata to the EA/DEIR. For the purposes of this Resolution, the "REA/FEIR" shall refer to the EA/DEIR, as revised by the REA/FEIR's errata section, together with the other sections of the REA/FEIR; and

WHEREAS, as contained herein, the City has endeavored in good faith to set forth the basis for its decision on the Project; and

WHEREAS, all requirements of CEQA and the State CEQA Guidelines have been satisfied in the REA/FEIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the REA/FEIR sufficiently analyzes both the feasible mitigation measures necessary to avoid or substantially lessen the Project's potential environmental impacts and a range of feasible alternatives capable of eliminating or reducing these effects in accordance with CEQA and the State CEQA Guidelines; and

WHEREAS, all of the findings and conclusions made by the City Council pursuant to this Resolution are based upon oral and written evidence presented to it as a whole and the entirety of the record of proceedings on the Project, which is hereby incorporated by this reference, and not based solely on the information provided in this Resolution; and

WHEREAS, the REA/FEIR reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, the City has not received any comments or additional information that produced substantial new information requiring recirculation under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

WHEREAS, on January 20, 2015, the City Council conducted a duly noticed public hearing on this Resolution, at which time all persons wishing to testify were heard, and the Project was fully considered; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA ANA AS FOLLOWS:

SECTION 1. The City Council of the City of Santa Ana hereby adopts the Findings and Facts attached as Exhibit A to this Resolution and incorporates them into this Resolution as if fully set forth herein.

SECTION 2. Based on the entire record before the City Council, all written and oral evidence presented, and the Findings and Facts attached as Exhibit A to this Resolution, the City Council of the City of Santa Ana finds that it has reviewed and considered the REA/FEIR in evaluating the Project, that the REA/FEIR is an accurate and objective statement that fully complies with the Public Resources Code and the State CEQA Guidelines, and that the REA/FEIR reflects the independent judgment of the City Council. The City Council consequently hereby certifies the REA/FEIR and adopts the Statement of Overriding Considerations incorporated within the Findings and Facts attached as Exhibit A to this Resolution.

SECTION 3. Pursuant to Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program attached as Attachment A to the Findings and Facts, which are collectively attached to this Resolution as Exhibit A. In the event of any inconsistencies between the mitigation measures as set forth in the Findings and Facts and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

SECTION 4. The documents and other materials that constitute the record of proceedings for the City's actions related to the Project are available at the City of Santa Ana, Public Works Agency, 20 Civic Center Plaza Ross Annex (M-36), Santa Ana, California 92701. The City of Santa Ana is the custodian of the record of proceedings for the Project.

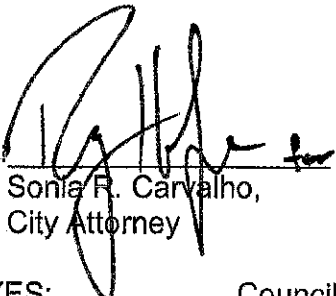
SECTION 5. Staff is hereby directed to file a Notice of Determination within five (5) days of the approval of this Resolution with the County Clerk of the County of Orange.

SECTION 6. The City Council of the City of Santa Ana hereby approves the Project.

ADOPTED this 20th day of January, 2015.

Miguel A. Pulido

APPROVED AS TO FORM:

By: 

Sonia R. Carvalho,
City Attorney

AYES: Councilmembers: _____

NOES: Councilmembers: _____

ABSTAIN: Councilmembers: _____

NOT PRESENT: Councilmembers: _____

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, MARIA D. HUIZAR, Clerk of the Council, do hereby attest to and certify the attached Resolution No. 2015-XXX to be the original resolution adopted by the City Council of the City of Santa Ana on _____.

Date: _____

Clerk of the Council
City of Santa Ana

**FINDINGS AND FACTS IN SUPPORT OF FINDINGS AND
STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE SANTA ANA—GARDEN GROVE
FIXED GUIDEWAY PROJECT
STATE CLEARINGHOUSE NO. 2010051060**

1. INTRODUCTION

The City Council of the City of Santa Ana (City Council) hereby certifies and finds that the Santa Ana-Garden Grove (SA-GG) Fixed Guideway Project (proposed project) Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR), State Clearinghouse Number 2010051060, has been completed in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000, *et seq.*) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Sections 15000, *et seq.*, or CEQA Guidelines). The REA/FEIR incorporates the following documents by reference as part of the environmental record for the proposed project: (1) Environmental Assessment/Draft EIR (EA/DEIR); (2) Technical Appendices to the EA/DEIR; (3) Alternative Analysis Report; and (4) REA/FEIR, which includes Responses to Comments, Corrections and Additions, and the Mitigation Monitoring and Reporting Program (MMRP). The aforementioned documents, and the entirety of the Administrative Record for the proposed project, are hereby incorporated by reference into these findings.

The City Council hereby further confirms it received, reviewed, and considered the information contained in the REA/FEIR and all hearings and submissions of testimony from City officials and departments, the public, other public agencies, community groups, and organizations, and finds that the REA/FEIR reflects its independent judgment and analysis. Concurrently with the adoption of these findings, the City Council adopts a Statement of Overriding Considerations (see Section 9, below) and an MMRP, attached hereto as Attachment A.

Having received, reviewed, and considered the foregoing information, as well as any and all information in the Administrative Record, the City Council hereby makes the findings below pursuant to and in accordance with PRC Section 21081 and CEQA Guidelines Sections 15090 and 15091.

The City Council makes the following findings:

- a. None of the public comments submitted to the City regarding the EA/DEIR and the REA/FEIR, including the public testimony made at three public hearings or responses to comments, present any significant new information that would require the EA/DEIR to be recirculated for additional public review.
- b. No new significant environmental impacts would result from new or modified mitigation measures proposed to be implemented.

- c. The EA/DEIR adequately analyzed project alternatives, and there are no feasible project alternatives or mitigation measures considerably different from others previously analyzed that would clearly lessen the significant environmental impacts of the project.
- d. Any new information in the REA/FEIR has been provided merely to clarify or amplify information in the EA/DEIR. The new information does not reveal that the proposed project would cause significant new impacts not previously identified in the EA/DEIR.

In addition, PRC Section 21081 and CEQA Guidelines Section 15091 require the City Council, prior to approving the SA-GG Fixed Guideway Project, to identify significant impacts of the proposed project and make one or more of three allowable findings for each of the significant impacts:

- a. The first allowable finding is that “changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR” (CEQA Guidelines Section 15091, subd. [a][1]).
- b. The second allowable finding is that “such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency” (CEQA Guidelines Section 15091, subd. [a][2]).
- c. The third allowable finding is that “specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final environmental impact report” (CEQA Guidelines Section 15091, subd. [a][3]).

The findings reported in Sections 4 through 8 are founded on, and hereby explicitly incorporate by reference, the analysis, facts, and discussions contained in the REA/FEIR regarding each particular environmental impact. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts initially identified as “less than significant,” these findings will, nevertheless, fully account for all such effects identified in the REA/FEIR.

A. Document Format

These findings have been organized into the following sections:

- 1. Section 1 provides an introduction to these findings.
- 2. Section 2 provides a summary of the project, overview of the discretionary actions required for approval of the proposed project, and a statement of the project’s objectives.
- 3. Section 3 provides a summary of public participation in the environmental review for the proposed project.
- 4. Section 4 sets forth findings regarding the environmental impacts that were determined to be less than significant without mitigation.
- 5. Section 5 sets forth findings regarding significant or potentially significant environmental impacts. These impacts include those that the City Council has determined can be feasibly

mitigated to a less-than-significant level through the imposition of existing regulations, standard conditions and/or mitigation measures. In order to ensure compliance and implementation, all mitigation measures will be included in the MMRP for the proposed project and adopted as conditions of the proposed project by the City Council.

6. Section 6 sets forth findings regarding those significant or potentially significant environmental impacts that will or may result from the proposed project and which the City has determined cannot feasibly be mitigated to a less-than-significant level.
7. Section 7 sets forth findings regarding the cumulative, growth-inducing, and irreversible effects of the proposed project.
8. Section 8 sets forth findings regarding alternatives to the proposed project.
9. Section 9 sets forth a statement of overriding considerations, which identifies the benefits that would outweigh the significant, unavoidable environmental impacts associated with implementation of the proposed project.

B. Custodian and Location of Records

The documents and other materials that constitute the administrative record for the City's actions related to the proposed project are available at the City of Santa Ana, Planning and Building Agency, 20 Civic Center Plaza Ross Annex (M-20), Santa Ana, California 92701. The City of Santa Ana is the custodian of the Administrative Record for the proposed project.

2. PROJECT SUMMARY

A. Project Location

The SA-GG Fixed Guideway Study Area is located in central Orange County, California and directly accesses both the Los Angeles-San Diego-San Luis Obispo rail corridor and the Pacific Electric right-of-way (PE ROW) rail corridor. Running predominantly in an east-west direction, the corridor extends 4.2 miles through the City of Santa Ana and into the eastern portion of the City of Garden Grove. The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. The eastern terminus of the alignment is the Santa Ana Regional Transportation Center (SARTC) and the western terminus is the Harbor Boulevard/ Westminster Avenue intersection.

B. Project Description

Following receipt of public comments on the EA/DEIR and after the close of the public comment period, the City Council selected Streetcar Alternative 1 with Operations & Maintenance (O & M) Facility Site B (west of Raitt Street) and 4th Street Parking Scenario A (parallel parking) as the Locally Preferred Alternative for the SA-GG Fixed Guideway Project on August 5, 2014.

Streetcar Alternative 1 (proposed project) would utilize the PE ROW, an abandoned and vacant rail right-of-way owned by the Orange County Transportation Authority (OCTA), through the western half of its alignment and generally operate along Santa Ana Boulevard, and 4th Street on the way to SARTC. The 4.2-mile alignment would include 12 stations and it is anticipated that the streetcar system would operate seven days a week with 10-minute headways during

peak periods and 15-minute headways during off-peak periods. The streetcars would be electrically powered using an overhead contact system and a series of Traction Power Substations (TPSS) located intermittently along the alignment.

The Downtown segment of the alignment would feature couplet operations with the westbound streetcar alignment on Santa Ana Boulevard, and the eastbound streetcar alignment on 4th Street. For the eastbound transition from Santa Ana Boulevard to 4th Street, a direct route would be provided from Santa Ana Boulevard along a public easement on the southern edge of Sasser Park to 4th Street.

The western terminus is located at the northeast corner of Harbor Boulevard and Westminster Avenue; the transition from the PE ROW to the western terminus site will include an elevated crossing. In addition, the proposed project would utilize the PE ROW and cross over the Santa Ana River. A new single-track bridge for the fixed guideway would be constructed immediately south of the Old Pacific Electric Santa Ana River Bridge, which is designated as a historic bridge and would remain in its current location and condition. Through the use of gates and signaling, the single-track bridge would accommodate bi-directional fixed guideway traffic.

The proposed project would require the construction of an O & M Facility for streetcar operations. An O & M Facility is a stand-alone building which would meet the maintenance, repair, operational and storage needs of the proposed streetcar system. The O & M Facility accommodates daily and routine vehicle inspections, interior/exterior cleaning of the streetcars, preventative (scheduled) maintenance, unscheduled maintenance, and component change-outs. The proposed facility would also provide a venue for parking vehicles that are not in use and for rebuilding components. The O & M Facility is a rectangular site slightly larger than 2.4 acres. It is located west of Raitt Street and is bordered by 5th Street to the north and the PE ROW to the south. Located in an area zoned for industrial and commercial uses, this site is comprised of three parcels, two of which contain existing businesses and a combination of industrial buildings. The third parcel contains several residences.

The proposed project alignment would utilize 4th Street between Ross Street and Mortimer Street in the eastbound direction. From east of Ross Street to French Street, 4th Street has one travel lane in each direction with head-in diagonal parking along each side of the roadway. The diagonal parking, with vehicles exiting parking spaces by backing into the travel lane, is incompatible with streetcar operations and the proposed project would convert the diagonal parking along the south side of 4th Street, between Ross Street and French Street, to parallel parking, widen the sidewalk along the south side from 12 to 20 feet, and replace streetlights and landscaping. A total of 26 on-street parking spaces would be removed.

C. Discretionary Actions

Implementation of the proposed project will require several actions by the City Council, including the following:

- **Certification of the Santa Ana-Garden Grove Fixed Guideway Project REA/FEIR (SCH#2010051060).** The REA/FEIR evaluated the environmental impacts resulting from the proposed project, in accordance with CEQA, as amended (PRC Sections 21000 *et*

seq.), and the State CEQA Guidelines for Implementation of CEQA (CCR, Title 14, Sections 15000 *et seq.*).

- **Approval of the Santa Ana-Garden Grove Fixed Guideway Project**
- **Adoption of the MMRP for the Santa Ana-Garden Grove Fixed Guideway Project**
- **Adoption of the Findings and Statement of Overriding Considerations for the Santa Ana-Garden Grove Fixed Guideway Project**

The REA/FEIR would provide environmental information to responsible agencies, trustee agencies, and other public agencies that may be required to grant approvals and permits or coordinate with the City as a part of project implementation. These agencies include, but are not limited to, the following:

- **California Public Utilities Commission.** Approval of crossings and horn-sounding exemption for the crossings at 5th and Fairview Streets.
- **City of Garden Grove.** Various permits, including construction permits.
- **Southern California Regional Rail Authority.** Issuance of a Right-of-Entry Permit.
- **Santa Ana Regional Water Quality Control Board.** Issuance of a Clean Water Act 401 Water Quality Certification, Stormwater Municipal Separate Storm Sewer System Permit, National Pollutant Discharge Elimination System Statewide Permit.
- **U.S. Army Corps of Engineers.** Issuance of a Clean Water Act Section 404 Permit.

D. Statement of Project Objectives

The purpose of the proposed project is to provide a new east-west transit line in Orange County between the SARTC in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The primary objectives of the proposed project are as follows:

- To improve transit connectivity within the Study Area;
- To relieve congestion by providing alternative mobility options;
- To be sensitive to the character of the community;
- To increase transit options;
- To improve transit accessibility to and within the Study Area; and
- To provide benefits to the environment through improved air quality.

3. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

Meaningful public engagement was an important component of the SA-GG Fixed Guideway Project from the onset. Beginning in 2008 and continuing throughout project development to March 2014, in preparation for the public review of the EA/DEIR, the City of Santa Ana conducted outreach to the Downtown businesses. The City's multi-lingual outreach team conducted door-to-door visits to approximately 230 businesses in the Downtown area, including approximately 156 businesses along 4th Street. The purpose of the outreach was to share key

information with Downtown business and property owners about the SA-GG Fixed Guideway Project, inform them about the upcoming release of the EA/DEIR, document questions and input, and provide business owners with appropriate contact information for additional follow-up. A “Sorry We Missed You” letter and information packet was also prepared and left behind for business owners who were not available during the initial visit. The letter offered a briefing with the outreach team to review the proposed project information packet.

Extensive efforts were conducted to involve the public and stakeholders in the planning for the implementation of a streetcar along the alignment and through the Downtown area. Prior to the release of the EA/DEIR, numerous meetings were held with stakeholders throughout the Study Area to obtain input and provide updates on the SA-GG Fixed Guideway Project. Community meetings were held with the Lacy Neighborhood, the French Park Neighborhood, the Santiago Lofts Homeowners Association, the Santa Ana Senior Center, and many other stakeholders. Stakeholder comments were collected and recorded at each meeting. In addition, a series of Stakeholder Working Group meetings were held to involve key business people and leaders in the community. Below is a list of organizations which received presentations on the proposed project:

- French Park Association
- Kennedy Commission
- Santa Ana Collaborative for Responsible Development
- Santiago Lofts Homeowners Association
- Artesia Pilar Neighborhood Association
- Labor Union Members
- Federal Courthouse
- Santa Ana Senior Center
- Stakeholders Working Group
- Santa Ana City Council
- Santa Ana Restaurant Association
- Templo Calvario
- State Appellate Court
- Orange County Superior Court
- Rancho Santiago Community College District Board of Trustees
- Lacy Neighborhood
- SARTC Community Meeting to discuss the Santa Ana Train Station
- Board of Directors, Santa Ana Merchants Association
- Downtown Inc
- Santa Ana Merchants Association
- Santa Ana Unified School District
- Stakeholders Working Group Advisory Committee
- One-on-one briefings with 140 Downtown Businesses
- Santa Ana City College
- Railway Association of Southern California
- Santa Ana Unified School District Board

- Orange County Transportation Authority (OCTA)
- Everest College/Corinthian College
- Santa Ana Resource Network
- Orange County Business Council
- Orange County Transportation Authority Transportation 2020 Committee
- Federal Transit Administration
- California Public Utilities Commission staff
- County of Orange Supervisors and staff

In addition, prior to making any key decisions on the proposed project, the City of Santa Ana initiated a public scoping process to define the appropriate range of issues to be addressed in the EA/DEIR. Four scoping meetings were conducted for the general public between June 8 and June 12, 2010. Two of these meetings were scheduled in the evening, one meeting was scheduled in the morning, and one meeting was scheduled on a Saturday afternoon, providing those community members who could not attend any of the weekday evening meetings with an opportunity to participate. Public comment opportunities were made available at each meeting. It should also be noted that articles and advertisements were published in a number of local newspapers, including several non-English publications. All information materials were presented in English, as well as Spanish.

In compliance with PRC Sections 21080.4 and 21092, the Notice of Availability of the EA/DEIR for public review, beginning May 23, 2014, was filed and posted at the Orange County Clerk-Recorder's Office; advertised in the local newspaper; flyers were distributed at every community center in the City of Santa Ana; outreach was also conducted via social media; and a press release was covered by at least three different news organizations. Although not required under CEQA regulations, available data from County Assessor and City property records were used to establish a list of property owners and tenants within 500 feet of the alignment. There were 3,796 postcards delivered to property owners, business owners, tenants, and residents related to EA/DEIR availability for public review. Hard copies of the notifications and document were also made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk's Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA), as well as online on the City of Santa Ana website. During the review period, 17 written submissions were received on the EA/DEIR from public agencies, community groups, and individuals. In addition, three public meetings were held on June 14, 17, and 19, 2014. Approximately 150 people attended the public meetings, and roughly 34 attendees gave verbal testimony at the meetings.

The REA/FEIR, which contains written responses to the comment letters received during and after the 45-day comment period and to oral testimonies during the public meetings, was completed and distributed on November 8, 2014. Distribution of the REA/FEIR entailed providing copies of the REA/FEIR to public agencies and organizations that received and/or commented on the EA/DEIR and notifying individuals who commented on the EA/DEIR or the REA/FEIR availability. The REA/FEIR was made available to the public on the City's website at <http://santaanatransitvision.com> and the locations listed above. The REA/FEIR was prepared

and distributed in accordance with CEQA Guidelines Section 15088(b), which requires that written responses be provided at least 10 days prior to certifying an EIR.

4. ENVIRONMENTAL ISSUES THAT WERE DETERMINED TO BE LESS THAN SIGNIFICANT

The following environmental resource areas would not be significantly impacted by the proposed project:

A. Aesthetics (pages 3-86 and 3-190 of the EA/DEIR)

- The proposed project would result in the installation of overhead contact wire poles with catenary wires, new light poles, and additional traffic signals along the entire length of the proposed project alignment. These project components would introduce new vertical elements to the PE ROW and Santa Ana Boulevard. Workers and patrons of commercial establishments, motorists, and pedestrians would have limited views of the proposed improvements as they move through the area or visit commercial facilities. The visual quality associated with the Old Pacific Electric Santa Ana River Bridge, Santa Ana River Trail, Sasser Park, the French Park and Downtown Santa Ana Historic Districts, and SARTC would not be substantially affected by the proposed project. Therefore, a less-than-significant impact related to scenic vistas, scenic resources, and visual quality would occur.
- The proposed vertical elements and TPSS would not impact the low to moderate visual quality of the Study Area. Therefore, a less-than-significant impact related to visual character would occur.
- While the lighting design, including intensity and height, has not been determined to date, in general, the lighting will be designed to direct lighting to the immediate area to minimize spillover, and will be consistent with the existing lighting in the area. However, it is possible that lighting associated with the O & M Facility and the stations/platforms located adjacent to residential neighborhoods could create a new source of lighting that might impact nighttime views in those areas. Project design features, including, but not limited to, architectural integration of all lighting fixtures with the character of the surrounding environment, use of shielded or recessed lighting, and use of low-profile walkway lights, would eliminate potential light and glare impacts. Therefore, a less-than-significant impact related to lighting would occur.

B. Agricultural and Forest Resources (page 3-14 of the EA/DEIR)

- There are no agricultural, timberland, or forestry resources within the Study Area. The proposed project would not convert farmland to non-agricultural use; conflict with zoning for agricultural use, forest land, or timberland; conflict with Williamson Act contracts; or result in the loss or conversion of forest land to non-forest use. Therefore, no impacts related to agricultural resources, farmland, and forestry resources would occur.

C. Air Quality (page 3-156 of the EA/DEIR)

- The proposed project is consistent with the City of Santa Ana long-term vision for transportation development and traffic congestion alleviation. Regionally, the proposed

project would develop a mass transit infrastructure, which is a Transportation Control Measure in the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan that seeks to reduce air pollutant emissions via a reduction in vehicle trips and congestion. In addition, the proposed project is included in Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted on April 4, 2012. Therefore, a less-than-significant impact related to conflicting or obstructing the air quality management plan would occur.

- Operational activity would increase regional emissions by less than one pound per day when compared with the emissions under the No Build Alternative. The net increase in emissions would not exceed the SCAQMD significance thresholds. Therefore, a less-than-significant impact related to violation of an air quality standard or contribution to an existing or projected air quality violation would occur.
- The proposed electrically-powered streetcars would not generate localized exhaust emissions. However, changes to intersection operations as a result of project implementation could potentially increase vehicle idling and result in carbon monoxide (CO) hotspots. In addition, the proposed park-and-ride facility located on the northeast corner of the Harbor Boulevard/Westminster Avenue intersection would potentially increase localized pollutant concentrations. The CO hotspot analysis conducted for the project indicated that the proposed project would contribute less than 0.1 part per million (ppm) to the one- and eight-hour CO concentrations and would be less than the State one- and eight-hour CO standards of 20 and 9 ppm. The proposed electrically-powered streetcars would not generate diesel particulate matter. The O & M Facility would service streetcar vehicles and would require the use of solvents and related chemicals for cleaning and repair activities. However, the O & M Facility would not generate diesel emissions or be a substantial source of chemicals identified in the California Air Resources Board guidance for locating pollutant generators near sensitive populations. Therefore, a less-than-significant impact related to exposing sensitive receptors to substantial pollutant concentrations would occur.
- The O & M Facility would require the use of solvents and related chemicals for cleaning and repair activities. However, these sources would not be used in sufficient quantities that would emit substantial odors for public complaints. Therefore, a less-than-significant impact related to odors would occur.

D. Biological Resources (page 3-217 of the EA/DEIR)

- The Study Area is heavily developed and contains no natural biological communities. The ground disturbance footprint consists entirely of disturbed or developed land, which includes roadways, developed and undeveloped lots, parking areas, and residential and commercial developments. Literature review and field survey data determined that no special status plant or wildlife species have the potential to occur within the project's footprint and that the Study Area lacks suitable habitat that would typically support special status species or receive State or federal Endangered Species Act protections. Therefore, a less-than-significant impact related to candidate, sensitive, or special species would occur.

- The Santa Ana River is the only potential special aquatic feature within the Study Area. It is concrete lined and contains no wetlands or hydrophytic vegetation. Therefore, no impact related to wetlands and riparian habitat would occur.
- The Study Area is already heavily developed and additional development would not interfere with wildlife movement. The Study Area does not provide a major or local wildlife corridor or travel route because it does not connect two significant habitats for either fish or wildlife species. Operational activity within the ROW may frighten urban wildlife, such as raccoons and opossums. However, operational noise would cause most animals to avoid streetcar activity. Therefore, a less-than-significant impact related to wildlife movement would occur.
- The proposed alignment would be located within existing surface streets or within the PE ROW. Operational activities would not result in the removal of special species trees listed in the City's Tree Preservation Policy. Therefore, the proposed project would not conflict with local policies or ordinances protecting biological resources, such as the tree preservation policy, and a less-than-significant impact related to biological resources would occur.
- The Study Area is not located within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local (including the City of Garden Grove), regional, or State habitat conservation plan. Therefore, no impact related to conservation plans would occur.

E. Architectural Resources (pages 3-96 and 3-191 of the EA/DEIR)

- Construction and operation of the proposed project would not result in significant impacts to any architecturally significant (historic) properties, including the Old Pacific Electric Santa Ana River Bridge. Although the proposed project would require an alteration to the west abutment of the Old Pacific Electric Santa Ana River Bridge to allow the Santa Ana River Trail on both the east and west sides of the river to be separated, the abutment of the bridge is not an original component of the bridge and is not an element or feature that contributes to the historic quality of the bridge. Therefore, a less-than-significant impact related to architectural resources would occur.

F. Geology and Soils (pages 3-97 and 3-192 of the EA/DEIR)

- The Study Area is not within an earthquake fault zone as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. There is no known evidence of a fault surface rupture expressed in the regional geomorphology and available historic aerial photographs. Given that there is no mapped earthquake fault zone within seven miles of the Study Area, the potential for fault rupture is low. Therefore, a less-than-significant impact related to fault rupture would occur.
- The subsurface condition of the Study Area is composed mostly of alluvium that could potentially be exposed to strong seismic ground shaking. This ground shaking could damage streetcar tracks, the Santa Ana River Bridge, the Westminster Avenue Bridge, or the O & M Facility. In addition, the segment of the alignment between Harbor Boulevard and Raitt Street may be impacted by liquefaction due to the potential shallow depth to groundwater of less than 20 feet. The impacts of liquefaction could include potential

collapse or misalignment of at-grade rails, which may cause streetcar derailment. However, City Staff and regulatory agencies are required to review the design plans and approve the appropriate foundation treatment prior to the issuance of building permits to ensure the structure integrity of project facilities. Therefore, a less-than-significant impact related to seismic ground shaking and liquefaction would occur.

- The topography of the Study Area is relatively flat with no significant slopes and is not mapped as being in an Earthquake-Induced Landslide Zone. There is no potential for landslides or seismically-induced landslides. Therefore, no impact related to landslides would occur.
- The entire length of the alignment and the O & M Facility would be completely paved. The Study Area is in a flat, highly urbanized area, and there is little potential for soil erosion. Therefore, no impact related to soil erosion would occur.
- Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. It is not anticipated that expansive soils are located near the surface in the Study Area. Therefore, no impact related to expansive soil would occur.
- The Study Area is in a flat, highly urbanized area without a unique geologic feature. Therefore, no impact related to unique geologic features would occur.
- The Study Area is located in an urbanized area extensively served by existing sewer infrastructure. Implementation of the proposed project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact related to septic tanks would occur.

G. Greenhouse Gas Emissions (page 3-148 of the EA/DEIR)

- Greenhouse gas (GHG) emissions associated with the proposed project would be approximately 1,224 metric tons per year and would not exceed the significance threshold of 10,000 metric tons per year. Therefore, a less-than-significant impact related to GHG emissions would occur.
- The proposed project would be designed to reduce vehicle miles traveled-related emissions by encouraging the use of public transit by providing accessibility to activity centers that provide employment and educational opportunities, goods and services. Therefore, a less-than-significant impact related to GHG plans, policies, and regulations would occur.

H. Hazards and Hazardous Materials (pages 3-103 and 3-193 of the EA/DEIR)

- There is a potential for hazardous materials/waste spills to occur at the O & M Facility, which is of importance as this site is located 0.20 mile from John C. Fremont Elementary School at 1930 10th Street and Romero-Cruz Elementary School at 1512 Santa Ana Boulevard. The O & M Facility would store hazardous materials/waste primarily for cleaning and routine maintenance of the streetcars and tracks and would likely house cleaning chemicals, lubrication oils, and hydraulic oils. However, the storage and disposal of hazardous materials/waste would be conducted in accordance with all federal and State regulatory

requirements that are intended to prevent or manage hazards and/or remediate spills, including periodic site inspections for compliance with these required practices. Therefore, a less-than-significant impact related to hazardous materials would occur.

- The proposed alignment is approximately 4.3 miles from the nearest airport (John Wayne Airport). The proposed alignment is not within an airport land use plan or near a private airstrip. Therefore, no impact related to airport hazards would occur.
- The proposed project would operate both in an exclusive ROW and within mixed-flow traffic. The exclusive PE ROW portion of the proposed alignment would not block or interrupt emergency access or evacuation routes. The on-street portion of the alignment would add streetcars to mixed-flow traffic, which would also have no substantial impact on emergency access or evacuation routes. However, should a major accident or emergency occur, emergency vehicles could, with permission from OCTA, use the PE ROW as an emergency access or evacuation route. Therefore, a less-than-significant impact related to emergency response and evacuation plans would occur.
- The proposed alignment is located in a fully urbanized area and is not located adjacent to or intermixed with wildlands. The proposed project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. Therefore, no impact related to wildland fires would occur.

I. Hydrology and Water Quality (pages 3-186 and 3-214 of the EA/DEIR)

- The proposed project would likely generate pollutants that could travel in stormwater runoff along the track alignment in daily maintenance activities. Best management practices (BMPs) designed to reduce potential stormwater pollution would reduce, if not eliminate, potential impacts to water quality. Therefore, less-than-significant impacts related to water quality, water discharge, and stormwater runoff would occur.
- The proposed project is a transportation facility and would not deplete groundwater supplies. The O & M Facility would use water for maintenance activities (e.g., vehicle washing and landscaping and screening) and worker hygiene. Implementation of BMPs would ensure that water use would be minimal. Therefore, a less-than-significant impact related to groundwater would occur.
- The existing drainage pattern of the project alignment would not be substantially altered or impacted by the proposed project. The streetcar tracks do not have gutters like a traditional road, but water that falls onto impervious surfaces associated with the track system would be collected and conveyed into the storm drain system by inlets similar to roadway inlets. Therefore, a less-than-significant impact related to the drainage pattern would occur.
- A small portion of the Study Area is within an area of low to moderate hazard but is not expected to be inundated during the 100-year flood. However, there are locations that would be inundated during a 100-year flood at channel crossings and within the western portion of the proposed project alignment. In addition, the Study Area crosses the Santa Ana River. Development in these areas is required to follow applicable federal and State regulations guiding flood management. The greatest potential for flooding would be by dam

inundation of the Prado Dam or a 500-year flood. These events are unlikely with a 0.2 percent chance of occurring annually. Therefore, a less-than-significant impact related to flooding would occur.

- There are no bodies of water in the vicinity of the Study Area that are large enough to produce a seiche. Therefore, no impact related to seiches would occur.
- The Study Area is located approximately nine miles inland of the Pacific Ocean and would not be subject to tsunami inundation. Therefore, no impact related to tsunamis would occur.
- The closest hillsides up-gradient from the project alignment are more than ten miles to the north and are separated from the project alignment by urban development, including residential uses, streets, and storm drain systems, which makes it unlikely that the project alignment would experience effects caused by mudslides. Therefore, no impact related to mudslides would occur.

J. Land Use and Zoning (pages 3-28 and 3-201 of the EA/DEIR)

- The proposed project would operate in-street within the eastern portion of the proposed alignment and in the existing PE ROW between Harbor Boulevard and Raitt Street. These transportation corridors within the Cities of Santa Ana and Garden Grove act as boundaries between neighborhoods. The in-street alignment would not create a new physical barrier that would divide any portion of the Cities of Santa Ana or Garden Grove. Similarly, the PE ROW was constructed in 1905. The operation of a streetcar along this segment would not create a new physical barrier that divides either city. Therefore, no impacts related to dividing an established community would occur.
- On a regional scale, the proposed project would be consistent with the growth management policies of the SCAG Regional Comprehensive Plan and Guide to improve the standard of living, improve the regional quality of life, and maintain social, political, and cultural equity. They would also be consistent with the air quality and open space policies of the SCAG 2012-2035 RTP/SCS. On the local level, the proposed SA-GG Fixed Guideway Project would be consistent with the North Harbor Boulevard Specific Plan, Bristol Street Corridor Specific Plan, Midtown Specific Plan, and City of Santa Ana Transit Zoning Code. Therefore, a less-than-significant impact related to land use would occur.

K. Mineral Resources (page 3-108 of the EA/DEIR)

- The Study Area does not lie within a known mineral resource or mineral hazard area (i.e., radon) that would pose a risk to the human population. The Study Area does not include mineral activity areas regulated by the Surface Mining and Reclamation Act and, according to the State of California Department of Conservation Division of Oil, Gas and Geothermal Resources on-line mapping system, there are no geothermal resources, including oil and gas, located in the Study Area. Therefore, no impact related to mineral resources would occur.

L. Noise (pages 3-152 and 3-207 of the EA/DEIR)

- Regarding operational vibration, the maximum vibration level generated by the proposed project would be 70 VdB at a streetcar speed of 40 miles per hour and would not exceed Federal Transit Administration (FTA) vibration impact criteria of 72 VdB for residential land uses. For institutional land uses, the maximum vibration level would be 74 VdB at a streetcar speed of 35 miles per hour and would not exceed FTA vibration impact criteria of 75 VdB. Operational activity would not expose people to excessive vibration levels. Therefore, a less-than-significant impact related to vibration would occur.
- The proposed project would generate construction-related noise and vibration. Alignment and bridge construction activities would employ pieces of equipment (i.e., mounted impact hammer, foundation driller, pneumatic tools, concrete pump truck, and pavement miller or scarifier) that would exhibit high noise and vibration levels. A Noise and Vibration Control Plan will be developed and implemented prior to construction that will include BMPs to minimize exposure to high levels of noise and vibration and ensure compliance with City and FTA standards. With implementation of the Noise and Vibration Control Plan described in Section 3.16.2.3 of the EA/DEIR, the proposed project would not conflict with applicable noise standards and would not generate excessive vibration. Therefore, a less-than-significant impact related to construction noise and vibration would occur.
- The closest public airport within the Study Area is John Wayne Airport, located approximately four miles to the southeast, and is not within the impacted airport noise level contours. Therefore, no impact related to airport noise would occur.

M. Population and Housing (page 3-28 of the EA/DEIR)

- The proposed project would require housing acquisition resulting in displacement of approximately 28 persons. In addition, acquisition would affect fewer than a dozen businesses, which would displace no more than 50 jobs. Due to the small amount of housing and business displacement (less than one percent of the Study Area population), the number of persons displaced would be minimal compared to the existing population. Therefore, a less-than-significant impact related to population would occur.
- Given the length of the four-mile alignment and the City of Santa Ana's population of over 58,000 within the Study Area, the displacement of 28 people (less than 0.05 percent) would not be considered substantial. Acquisitions requiring the displacement of existing residential uses would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). The proposed project would provide relocation assistance and compensation to displaced residences per the Uniform Act. Compensation would not be less than the approved appraisal of the property. Therefore, the proposed project would not result in the displacement of substantial housing, and a less-than-significant impact related to housing would occur.

N. Public Services (page 3-62 of the EA/DEIR)

- The proposed project would not introduce a new population to create additional demand for police and fire services. The proposed project is not anticipated to create additional demand

for police and fire services although an increased demand for security personnel may occur. However, it is expected that the existing police and fire facilities would be adequate, and no new facilities would be required. Therefore, a less-than-significant impact related to police and fire services would occur.

- The proposed project would include security-oriented design features, such as perimeter fencing around the O & M Facility. A Crime Prevention through Environment Design program would be implemented during final design that includes natural access control, natural surveillance, territoriality, and maintenance to create a safe environment. In addition, all streetcar operators would participate in a safety/security training program and surveillance cameras may be installed inside streetcar vehicles. These design features, along with police security patrols, will substantially reduce the risk for criminal activities on streetcars, at transit stations, and at the O & M Facility. Therefore, a less-than-significant impact related to streetcar security would occur.
- The proposed project would not alter emergency response times given the wide distribution of emergency facilities throughout the Study Area. Crossing gates for the streetcar would generally not be down for a period of more than 30 seconds. It is likely that emergency vehicles would switch to the other side of the street particularly when there are median extensions. Should the at-grade crossing be inaccessible for a substantial duration, emergency vehicles could access multiple alternative routes within the Study Area based on the well-defined street grid. Therefore, a less-than-significant impact related to emergency response times would occur.
- Although the proposed project would provide improved mobility and access to the Study Area in accordance with adopted transportation and land use plans, these improvements would not result in substantial growth of the local student population and, as such, would not necessitate the need for new schools. Therefore, no impact related to schools would occur.
- Although the proposed project would improve mobility and access to communities in accordance with adopted transportation and land use plans, it would not introduce new population to the Study Area that could increase demand for parks or require the provision of new parkland. In addition, the project alignment would not disrupt or impair access to parks. Portions of the project alignment located outside of the existing transportation ROW would require some land acquisitions and easements; however, new land and easements acquisition would not displace parkland. Therefore, no impact related to parks would occur.
- There are two federal buildings located near the proposed alignment. The streetcar system will be designed so as not to inhibit the function or access to the Ronald Reagan Federal Building and United States Courthouse or the Santa Ana Federal Building. The station near Santa Ana Boulevard and Ross Street will be at an adequate distance from the federal buildings so that a safety buffer is provided. Access to federal buildings would be maintained during construction and operation, and emergency access would be prioritized. Additional safety measures would also be incorporated to ensure the safe operation of the federal buildings. Therefore, a less-than-significant impact to the federal buildings would occur.

- The proposed project would improve regional transit access to public service facilities in the Study Area, including schools, parks and recreation areas, hospitals and community health facilities. The Willowick Public Golf Course, Spurgeon Intermediate School, George Washington Carver Elementary School, Santa Ana Civic Center, Santa Ana Public Library, OCTA Park and Ride Parking Structure, and SARTC are all within walking distance of proposed stations. These public service facilities would benefit directly from the improved transit services and access to the populated areas, specifically in the Downtown Santa Ana area near the Civic Center, where a number of public governmental agencies are located. Therefore, a less-than-significant impact related to public facilities would occur.

O. Recreation (page 3-231 of the EA/DEIR)

- The proposed project would improve transit access to recreational facilities within the Study Area, several of which are located within walking distance of stations, and would promote inter-city travel and increase access to the Study Area. This would potentially increase the use of existing parks and recreational facilities. However, based on ridership projections, the increased use is not expected to be significant enough to result in substantial physical deterioration of existing recreation facilities, including the Santa Ana River Trail and bikeways. Therefore, a less-than-significant impact related to recreational facilities would occur.
- The Santa Ana River Trail (bicycle and equestrian paths) currently crosses underneath the Santa Ana River Bridge. The proposed project would be designed to provide sufficient clearance for users of these paths on both sides of the Santa Ana River. Therefore, a less-than-significant impact to the Santa Ana River Trail would occur.

P. Transportation and Traffic (pages 3-131 and 3-206 of the EA/DEIR)

- All intersections assessed for proposed project would operate at similar or improved levels of service (LOS) as the No Build Alternative. Therefore, a less-than-significant impact related to intersection LOS would occur.
- A roadway segment capacity analysis was completed because the proposed project would operate in mixed traffic in the central and eastern portion of the Study Area. The proposed project would not cause additional roadway segments to experience capacity deficiencies beyond those identified under the No Build Alternative. Therefore, a less-than-significant impact related to roadway segments capacities would occur.
- Grade crossing vehicle activity would not cause excessive vehicle queuing or significantly impact the transportation system given the relatively small number of passenger vehicle and pedestrian activity around stations at the termini or intersection movements at the Harbor Boulevard/Westminster Avenue Station and SARTC. In addition, it is not expected that the proposed project would attract a significant volume of commuters using SARTC as a park-and-ride to access the streetcar system. It is anticipated that streetcar patrons would come primarily from Metrolink and Amtrak, and secondarily from other local and intercity bus services that also utilize SARTC. Therefore, a less-than-significant impact related to grade crossings and station circulation would occur.

- The proposed project would affect access to driveways of four businesses, which would not interfere with driveway capacity or impact business operations. Therefore, a less-than-significant impact related to driveway access would occur.
- The Harbor Boulevard/1st Street intersection, which operates at LOS C in the AM and PM peak hour, is the one Congestion Management Program (CMP) intersection within the Study Area. The proposed project would not change the LOS at this intersection. Therefore, a less-than-significant impact related to the CMP would occur.
- The proposed project would involve improvements to the surface transportation network. The proposed alignment would not connect to an airport or cause an increase in air traffic. Therefore, no impact related to air traffic patterns would occur.
- The proposed project would maintain existing or equivalent emergency access routes and response times throughout the Study Area by retaining the existing street network and connections. The proposed alignment does not pass in front of a fire station, and station locations would not prohibit access to structures. Therefore, a less-than-significant impact related to emergency access would occur.
- As a fixed guideway system, the proposed project would facilitate and encourage alternative forms of transportation, including increased use of the local bus system and other transit lines (e.g., Metrolink and Greyhound). Accordingly, the proposed project would promote rather than conflict with adopted policies, plans, or programs supporting alternative transportation and would have no impact on alternative transportation modes.

Q. Utilities and Service Systems (page 3-229 of the EA/DEIR)

- The proposed project would not generate wastewater from activity along the alignment or at stations. Wastewater would be generated by the O & M Facility but would not put added strain on existing wastewater treatment capacity. Therefore, a less-than-significant impact related to wastewater treatment and facilities would occur.
- The existing drainage pattern of the proposed alignment would not be substantially altered or impacted by the proposed project. Streetcar tracks would be constructed mostly at-grade with the existing street ROW and the PE ROW. The streetcar tracks do not have gutters like a traditional road, but water that falls onto impervious surfaces associated with the track system would be collected and conveyed into the storm drain system by inlets similar to roadway inlets. Stormwater from non-street portions of the alignment may be directed to vegetated swales for treatment before conveyance to the City storm drain. Therefore, a less-than-significant impact related to stormwater drainage facilities would occur.
- The proposed project is a transportation facility and would not deplete water supplies. The O & M Facility would use water for maintenance activities (e.g., vehicle washing) and worker hygiene. Implementation of BMPs would ensure that water use would be minimal. Therefore, a less-than-significant impact to water supply would occur.
- The proposed project would not generate solid waste from activity along the alignment although standard waste receptacles would be placed at stations. It is not anticipated that streetcar riders would generate new solid waste that would exceed existing planning

assumptions and landfill capacity. Therefore, a less-than-significant impact related to solid waste disposal and regulations.

5. ENVIRONMENTAL ISSUES THAT WERE DETERMINED TO BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

The following environmental resource areas would not be significantly impacted by the proposed project with implementation of mitigation measures:

A. Archaeological and Paleontological Resources (page 3-203 of the EA/DEIR)

Potential Impact: The discovery of archaeological or paleontological resources is possible during excavation activities. Therefore, without mitigation, significant impacts related to archaeological and paleontological resources would occur.

Finding: Changes or alterations have been required in, or incorporated into, the proposed project which would mitigate or avoid the significant effects on the environment as identified in the REA/FEIR.

Facts in Support of Finding: The Study Area does not include archeological or paleontological resources eligible for listing in the National Register of Historic Places. Ground disturbance would not be more than five feet beneath the existing surface in most areas although ground disturbance may exceed five feet to accommodate drainage improvements near Raitt Street and for foundations for elevated structures across Westminster Avenue and the Santa Ana River. These areas are all located in previously disturbed areas with underground infrastructure that are along the street ROW or across a concrete channel, and the potential for the accidental discovery of archeological resources is remote. However, discovery of archaeological or paleontological resources is possible during excavation activities. Implementation of Mitigation Measure **CR1** would provide the appropriate process in the event of an accidental discovery and impacts related to archaeological and paleontological resources would be less than significant.

Mitigation Measure

CR1 Treatment of Undiscovered Resources – The contractor shall notify construction personnel of the potential for encountering significant archaeological and paleontological resources along the alignment, and instructed in the identification of fossils and other potential resources. All construction personnel shall be informed of the need to stop work on the project site until a qualified archaeologist or paleontologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. If human remains are encountered during construction, all work shall cease in the area of potential affect and the Orange County Coroner’s Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial, if necessary. A fifty-foot buffer, or more if deemed appropriate by the principal investigator, shall be established and work outside the buffer may resume.

B. Hazards and Hazardous Materials (Hazardous Sites) (page 3-114 of the EA/DEIR)

Potential Impact: Three properties identified as potentially hazardous sites would be acquired as part of O & M Facility. The acquisition of these properties would require Phase I Environmental Site Assessments to ascertain if employees working at the O & M Facility would be exposed to toxic levels of hazardous materials. Therefore, without mitigation, significant impacts related to hazardous sites would occur.

Finding: Changes or alterations have been required in, or incorporated into, the proposed project which would mitigate or avoid the significant effects on the environment as identified in the REA/FEIR.

Facts in Support of Finding: The proposed project would require limited acquisition of property, which could have the potential to contain hazardous materials. The majority of potentially hazardous properties identified within a 0.25-mile radius of the project alignment would not be acquired or disturbed and do not require further investigation. However, three properties identified as potentially hazardous sites would be acquired as part of the O & M Facility, including All Car Auto Parts located at 2002 West 5th Street, SA Recycling located at 2006 West 5th Street, and American Auto Wrecking located at 1908 West 5th Street. Implementation of Mitigation Measure **HAZ1** would reduce impacts related to hazardous sites to less than significant.

Mitigation Measure

HAZ1 A Phase I Environmental Site Assessment shall be prepared for the following sites:

- All Car Auto Parts located at 2002 West 5th Street
- SA Recycling located at 2006 West 5th Street
- American Auto Wrecking located at 1908 West 5th Street

The assessment shall be prepared by a Registered Environmental Assessor. The assessment shall be prepared in accordance with State standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste or materials. If hazardous materials are identified in the Phase I Environmental Site Assessment, a Phase II Environmental Site Assessment would be completed to identify the extent of contamination and the procedures for remediation. The Phase II Environmental Site Assessment shall be approved by the California Department of Toxic Substances Control.

C. Noise (Project Operation) (page 3-152 of the EA/DEIR)

Potential Impact: Project-related noise levels would exceed the significance thresholds at five Noise Sensitive Areas (NSA). Therefore, without mitigation, a significant impact related to operational noise levels would occur.

Finding: Changes or alterations have been required in, or incorporated into, the proposed project which would mitigate or avoid the significant effects on the environment as identified in the REA/FEIR.

Facts in Support of Finding: Significant noise impacts at sensitive receptors NSA-4 (Spurgeon Intermediate School), NSA-6 (seven housing units), NSA-7 (five housing units), and NSA-8 (two housing units) would result from sounding of a warning horn and audible warning devices at gate crossings. Significant noise impact at NSA-9 (five housing units) would result from operation of the O & M Facility. Mitigation Measure **N1** would reduce noise impacts associated with warning horns, Mitigation Measure **N2** would reduce noise impacts associated with streetcar pass-by noise, and Mitigation Measure **N3** would reduce noise impacts at NSA-9 by 5 dBA and NSA-10 by 4 dBA. Implementation of Mitigation Measures **N1** through **N3** would reduce impacts related to operational noise to less than significant.

Mitigation Measure

N1 The City of Santa Ana shall request a horn-sounding exemption from the California Public Utilities Commission for the crossing at 5th and Fairview Streets. The exemption shall provide justification and demonstrate that safety would not be compromised. In lieu of the warning horn, supplemental safety measures (e.g., four-quad gates, roadway median barriers on grade crossing approaches, and pedestrian gates) would be implemented. If a horn sounding exemption is approved and established, warning horns would not be sounded except under an emergency situation.

- N2** When practical, the contractor shall design special trackwork elements, such as turn-outs, switches, and cross-over to be located at least 600 feet away from sensitive receptors. If this cannot be achieved, then special switch devices, such as spring frogs or movable point frogs shall be utilized. A frog device is used where two rails cross. The frog is designed to ensure the wheel crosses the gap in the rail without “dropping” into the gap.
- N3** The contractor shall construct a noise barrier at the land uses identified as Noise Sensitive Areas 9 and 10. For receptors in Noise Sensitive Area 9, the noise barrier shall be at least 10 feet high and extend for 400 feet along the northern property edge of the proposed operations and maintenance facility. For receptors in Noise Sensitive Area 10, the noise barrier shall be at least 8 feet high and extend for 225 feet along the southern boundary of the PE ROW adjacent to 4th Street. The design of the noise barriers shall be identified on project plans prior to issuance of building permits.

D. Safety and Security (Traffic Hazards) (page 3-191 of the EA/DEIR)

Potential Impact: The proposed project would result in significant safety hazards related to streetcar and passenger vehicle collisions and pedestrian safety. Therefore, without mitigation, a significant impact related to safety hazards would occur.

Finding: Changes or alterations have been required in, or incorporated into, the proposed project which would mitigate or avoid the significant effects on the environment as identified in the REA/FEIR.

Facts in Support of Finding: The proposed project could potentially result in streetcar-to-streetcar collisions; collision with vehicles, pedestrians, and bicyclists; and streetcar derailment. The proposed project would be required to comply with all federal and State mandates that affect rail safety, including regulations that require fixed guideway systems to establish system safety and security programs. Following construction, the proposed project would be operated in accordance with OCTA standard operating procedures, operator rules, and the emergency plan. A safety program would be developed for and administered to all streetcar operators. Despite safety features incorporated into the project design, streetcar and passenger vehicle conflicts have been identified at schools located adjacent to the tracks. These locations include Spurgeon Intermediate School, Romero Cruz Elementary School, George Washington Carver Elementary School, and James Garfield Elementary School. Each of these locations represents an area where streetcars could collide with a passenger vehicle.

The proposed project could potentially result in significant impacts related to pedestrian safety. The proposed project would include construction of the Willowick Station, located between Westminster Avenue and the Santa Ana River, to allow future access when the Willowick golf course site is redeveloped. Without the development of the Willowick Station, there are no public roadways that cross the proposed alignment within this segment. As an interim solution, a ten-foot walking path would be constructed on both sides of the fenced OCTA ROW to allow access from adjacent residential neighborhoods, located north and south of the ROW. The proposed walking path would be accessed from the two gates near Green Drive and the end of

Clinton Street. The walking path would not be visible from public streets and from the rear yards of adjacent homes due to the height of a proposed masonry ROW wall. The walking path is proposed to be lighted. It is also proposed that there would be pedestrian crossings of the tracks immediately south of the station platform and approximately 350 feet north of the station platform. However, the proposed project design creates several safety concerns, including the following:

- Transit patrons would have to walk a long distance along a walking path that is not visible to the general public;
- The proposed lighting level along the walking path may create shadowed or dimly lit areas;
- Gates would be accessed by a pass key, which may trap transit patrons without a pass key or without immediate access to a pass key within the ROW;
- If no pass keys are needed at access gates, then it may be possible for non-residents to access the neighborhoods adjacent to the rear of the homes on isolated streets and walkways;
- Pedestrian crossings of the tracks, located north of the station platforms, may raise safety consideration for train operations; and
- Allowing pedestrian access into the OCTA ROW without fencing of the area directly to the tracks would potentially result in pedestrians crossing the tracks within the ROW.

Mitigation Measure **SAF1** would eliminate adverse effects related to safety for pedestrian during pick-up/drop-off times at schools within along the alignment. Mitigation Measures **SAF2** through **SAF6** would eliminate adverse effects related safety for pedestrian accessing the walking path. Implementation of Mitigation Measures **SAF1** through **SAF6** would reduce impacts related to traffic hazards and safety to less than significant.

Mitigation Measure

SAF1 The City of Santa Ana shall coordinate with the Santa Ana Unified School District and Santa Ana Police Department regarding safety at schools adjacent to the alignment. The collaborative effort between the City and interested parties shall develop and teach rail safety measures to students and parents. Other precautionary safety features shall include signs, gated crossing, and crossing and traffic signals to create a safe environment for parents and students during pick-up/drop-off times.

SAF2 The contractor shall install surveillance cameras along the pedestrian walking paths within the PE ROW and at pedestrian gates to adjacent neighborhoods. Police security personnel shall be responsible for surveillance camera monitoring.

SAF3 The contractor shall install emergency call boxes along the pedestrian walking paths within the PE ROW.

SAF4 The contractor shall design the lighting plan for the pedestrian walking paths within the PE ROW to eliminate shadows or dimly lit areas to the greatest extent feasible.

SAF5 Within the PE ROW, the contractor shall fence the track area, and appropriate signage and audible and visual warning devices shall be installed at gate openings.

SAF6 If Mitigation Measures **SAF2** through **SAF4** are considered infeasible, then the Willowick Station shall not be made operational by the contractor until an appropriate public access point from the PE ROW is created as part of the Willowick Public Golf Course redevelopment.

6. ENVIRONMENTAL ISSUES THAT WERE DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION

The following environmental resource area would be significantly impacted by the proposed project even with implementation of mitigation measures (i.e., significant and unavoidable):

A. Air Quality (Construction Emissions) (page 3-221 of the EA/DEIR)

Potential Impact: Significant and unavoidable air quality impacts, after incorporation of mitigation measures, would occur as a result of the violation of an air quality standard during project construction.

Finding: Changes or alterations have been required in, or incorporated into, the proposed project which would partially mitigate the significant effects on the environment as identified in the REA/FEIR, but would not reduce the impact below a level of significance.

Facts in Support of Finding: Construction emissions would temporarily impact air quality with the amount and type of construction activities that would occur for the proposed project. The proposed project would be segmented for construction purposes, and construction activities would be completed in phases to minimize the disruption to local residents and businesses in the Study Area. The SCAQMD has established daily significance thresholds for assessing regional construction emissions. Nitrogen oxide (NO_x) emissions associated with the proposed project would exceed the regional NO_x threshold at times during the construction process. NO_x emissions would continue to exceed the SCAQMD significance threshold after implementation of Mitigation Measure **AQ1**. Therefore, significant and unavoidable impacts related to regional NO_x emissions would occur.

Construction emissions of PM₁₀ were found to exceed the SCAQMD's Localized Significance Thresholds and would, therefore, result in a local air quality impact to sensitive receptors in the vicinity of the O & M Facility. The proposed project is subject to SCAQMD Rule 403 (Fugitive Dust), which requires that dust control measures (i.e., watering, offsite dirt trackout, and haul truck freeboard clearance) be applied to minimize the generation of fugitive dust during construction activities. Despite the application of these dust control measures, PM₁₀ emissions are still anticipated to exceed the SCAQMD's localized significance thresholds. No other feasible mitigation measures, standard conditions, or BMPs exist that would reduce this impact. Therefore, significant and unavoidable impacts related to localized PM₁₀ emissions would occur.

Mitigation Measure

AQ1 During the construction phase, the contractor shall use Tier 4 or higher off-road construction equipment with higher air pollutant emissions standards.

7. CUMULATIVE, GROWTH INDUCING, AND IRREVERSIBLE EFFECTS

Cumulative Impacts

Cumulative impacts were described on page 3-237 of the EA/DEIR. Table 3.18-1 (page 3-238) lists the current, planned and pending projects in the City of Santa Ana and surrounding communities that are reasonably foreseeable. The related projects are considered as part of the baseline for the No Build Alternative in the cumulative analysis.

A. Aesthetics

The related projects are not anticipated to result in cumulative changes to the visual character and quality of the Study Area. The various local approvals for those projects would ensure visual compatibility with the existing environment. The proposed project would not degrade the existing visual character and quality of the Study Area, including light and glare. The combined effect of the proposed project with the No Build Alternative would not result in a cumulative impact. Therefore, light and glare impacts would not be cumulatively considerable.

B. Agriculture and Forestry

There are no agricultural, timberland, or forestry resources within the Study Area. The combined effects of the proposed project with the No Build Alternative would not result in a loss of lands related to agriculture and forestry. Therefore, agriculture and forestry impacts would not be cumulatively considerable.

C. Air Quality

In accordance with SCAQMD methodology, projects that would result in a significant impact for either regional or localized air pollutant emissions would contribute toward a cumulative impact. Cumulative projects within the Study Area and the surrounding area would include redevelopment of existing uses, as well as development of new commercial and residential uses. As the proposed project would result in a regionally and localized significant impact during construction, it is anticipated that continued development (and associated construction activities) located predominately within the City of Santa Ana would also result in regional and localized air quality impacts. Therefore, construction-related air quality impacts would be cumulatively considerable.

For operational air quality emissions, projects that would not exceed the SCAQMD daily operational emissions significant thresholds would not contribute toward a cumulative impact. The proposed project would not exceed the SCAQMD daily operational emissions significant thresholds. Therefore, operational-related air quality impacts would not be cumulatively considerable.

D. Biological Resources

Due to the site-specific nature of biological impacts (i.e., tree removal), biological impacts are typically assessed on a site-specific basis, rather than a cumulative basis. The Study Area does not include threatened or endangered species or sensitive habitats. In addition, brush clearing and tree removal would be on a small scale as the Study Area is entirely urban. Nonetheless, cumulative growth could result in impacts to biological resources including locally protected trees or violation of the Migratory Bird Treaty Act. Related projects and other future development projects would be subject to the local, regional, State and federal regulations pertaining to biological resources, including the migratory bird act. With adherence to these regulations, the combined effect of the proposed project with the No Build Alternative would not result in a cumulative impact. Therefore, biological resources impacts would not be cumulatively considerable.

E. Cultural Resources

Cultural resources include significant paleontological, archaeological and built environment resources. Cumulative impacts to these cultural resources are directly related to the presence and significance of these resources within the area of direct effect. No significant previously- or newly-recorded paleontological and prehistoric or historic archaeological sites have been identified within the Study Area. Given the lack of direct impacts to significant paleontological or archaeological resources associated with the proposed project, no significant cumulative impacts are anticipated as a result of concurrent construction activities in the area.

The cultural resources assessment prepared for the proposed project has determined that the proposed project would not result in an adverse effect to cultural resources. Based on record searches and historic research, there are a number of significant or potentially significant cultural resources located within the proposed project vicinity. These cultural resources could be impacted on the regional level by the development of all cumulative projects, in addition to the proposed project. Therefore, the proposed project could incrementally contribute to a cumulative effect. However, the above-mentioned projects are subject to CEQA-level environmental review and include provisions to preserve historic structures and districts. Consequently, impacts to significant or potentially significant cultural resources can typically be mitigated through the avoidance of important cultural resources, the development and implementation of a data recovery plan, and/or following the Secretary of the Interior's Standards for the Treatment of Historic Properties. With adherence to these regulations, cultural resource impacts would not be cumulatively considerable.

F. Geology and Soils

Geotechnical hazards are site-specific, and there is little, if any, cumulative geological relationship between the proposed project and the related projects. Nevertheless, cumulative development in the area would increase the overall population and number of structures, thus, increasing the risk of exposure to seismically-induced hazards. Related projects and other future development projects would be subject to the same local, regional, State, and federal regulations pertaining to geology and soils. With adherence to these regulations, the combined

effect of the proposed project with the No Build Alternative would not result in a cumulative impact. Therefore, geology and soil impacts would not be cumulatively considerable.

G. Greenhouse Gas Emissions

California is the 15th largest emitter of GHG on the planet, representing about two percent of the worldwide emissions. An individual project may contribute an incremental amount of GHG emissions that could combine with other emission sources to create concentrations of GHG that could influence climate change. The transportation sector, largely the cars and trucks that move people and goods, is the largest contributor with approximately 37 percent of the State's total GHG emissions. Because of the high percentage of transportation-related GHG emissions, many GHG reduction plans (e.g., Orange County SCS) focus on reducing regional dependence on single-passenger vehicles. The proposed project is designed to reduce vehicle miles traveled-related emissions by encouraging the use of public transit by providing accessibility to activity centers that provide employment and educational opportunities, goods, and services. The proposed project would encourage a shift in mode of transportation travel from private passenger vehicle to commuter use of the mass transit system. As a result, the contribution of the proposed project to the combined GHG impact would not be considerable. Therefore, GHG emission impacts would not be cumulatively considerable.

H. Hazards and Hazardous Materials

Potentially significant impacts of the related projects associated with hazards and hazardous materials, or the release, transport, and disposal of hazardous materials, would be assessed on a case-by-case basis. While impacts associated with hazards and hazardous materials are typically site-specific and do not cumulatively affect off-site areas, conditions, such as contaminated groundwater, can affect down-gradient properties. In addition, operation of the related projects can reasonably be expected to involve the limited use of potentially hazardous materials typical of those used in residential and commercial developments, including cleaning agents, paints, pesticides, and other materials used for landscaping. Related projects would be subject to local, State, and federal regulations pertaining to hazards and hazardous materials. It is expected that all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and handled in compliance with applicable standards and regulations. With adherence to these regulations, hazards and hazardous materials impacts would not be cumulatively considerable.

I. Hydrology and Water Quality

The geographic context for the cumulative impact analysis on water quality is the Santa Ana River watershed. Like the proposed project, growth in the Santa Ana River watershed would be subject to National Pollutant Discharge Elimination System requirements regarding water quality. The Study Area is already densely developed and future land use changes or development are not likely to cause substantial changes in regional surface water quality. It is also anticipated that these related projects would also be subject to Standard Urban Stormwater Mitigation Plan requirements and implementation of measures to comply with total maximum daily loads. In addition, it is not anticipated that related projects would significantly impact flood

control in the concrete-lined Santa Ana River. With adherence to these regulations, hydrology and water quality impacts would not be cumulatively considerable.

J. Land Use and Planning

Each of the related projects have been reviewed or are under review for consistency with applicable plans, policies and regulations of the City of Santa Ana's General Plan and Zoning Code. The proposed project would be consistent with adopted land use plans and zoning codes. Selection of the proposed project would encourage new development around the stations, and allow access to Downtown and other high-intensity areas of employment, commercial development, and recreational opportunities. New transit-oriented development would be facilitated near station areas with underutilized or vacant land uses. This would further encourage compatibility with surrounding land uses and zoning. Therefore, land use and planning impacts would not be cumulatively considerable.

K. Mineral Resources

Mineral Resource Zones or Oil Drilling/Surface Mining Areas have not been identified within the Study Area or in the vicinity of the proposed project. Therefore, mineral resource impacts would not be cumulatively considerable.

L. Noise

The noise and vibration analysis is based on the forecast of the future growth within the region and the Study Area. The environmental document for SCAG's 2012-2035 RTP/SCS concluded that cumulative noise impacts, including the proposed project, would be significant and unavoidable. However, with implementation and enforcement of mitigation measures, the proposed project would result in less-than-significant project-related noise impacts to sensitive locations along the alignment. As a result, the contribution of the proposed project to the combined noise impact with other development and transportation projects would not be considerable. Therefore, noise impacts would not be cumulatively considerable.

While impacts associated with vibration are typically site-specific and do not cumulatively affect off-site areas, transportation projects could generate new sources of vibration. According to the FTA Transit Noise and Vibration Impact Assessment (2006) guidance document, vibration levels generated by rubber-tired vehicles are rarely perceptible. There are no related projects that would generate transportation-related vibration other than that related to rubber-tired vehicles. The proposed project would not combine with the No Build Alternative to result in a cumulative impact. Therefore, vibration impacts would not be cumulatively considerable.

M. Population and Housing

The Study Area experienced a population decline between 2000 and 2010, while vacancy rates increased. The proposed project would provide construction jobs in the Study Area, which could result in a population increase in Santa Ana, Garden Grove, or Orange County. However, population growth would be minor and, when combined with the growth projections assumed under the No Build Alternative, would not overburden the available housing supply in the Study Area. Therefore, population and housing impacts would not be cumulatively considerable.

N. Public Services

Potentially significant impacts of the related projects associated with increased demand for public services would be assessed on a case-by-case basis. Potential impacts to public services from the related projects would be mitigated to a level of less than significant through the local land use approval process. The proposed project would not create new trips but could change mode of access, which could redistribute existing travel and change routes related to public services. The City of Santa Ana is within an urban environment with an expansive street network and varied inventory of public services. The redistribution in travel would not burden public services or result in substantial decreases in emergency response times. The police and fire stations are widely distributed throughout the Study Area and a comprehensive street network provides numerous alternate routes in the event of a crossing delay. Therefore, emergency response times would not be impacted. The combined effect of the proposed project with the No Build Alternative would not result in a cumulative impact. Therefore, public services impacts would not be cumulatively considerable.

O. Transportation and Traffic

The related projects are mainly land use development projects or are future funded and committed transportation projects that are encompassed in the 2035 traffic analysis that was performed for the proposed project. The results of the analysis captures the known cumulative impacts associated with the proposed project. The proposed project would not result in significant traffic effects and the combined effect of the proposed project with the No Build Alternative would not result in a cumulative impacts. Therefore, transportation and traffic impacts would not be cumulatively considerable.

P. Utilities and Service Systems

Potentially significant impacts of the related projects associated with utilities and service systems would be assessed on a case-by-case basis through permitting and will-serve letters, particularly for development projects. Operation of the proposed project would require the use of various utilities, including electricity, natural gas, and communication systems. Electricity would be used to run the streetcar system. New TPSSs would distribute power along the alignment. The proposed project is included in regional and local land use and transportation planning documents, and utility companies have the capacity to meet the future demand for utility services. The quantities required would not be substantial and major modifications or new utility facilities would not need to be constructed to serve increased demand. Therefore, utilities and service systems impacts would not be cumulatively considerable.

Growth-Inducing Effects

While the proposed project would provide improved mobility and access to the Study Area in accordance with adopted transportation and land use plans, these improvements would not result in substantial population growth. The Study Area experienced a population decline between 2000 and 2010, while vacancy rates increased. The proposed project would provide construction jobs in the Study Area, which could result in a population increase in Santa Ana, Garden Grove, or Orange County. However, population growth would be minor and would not

exceed the growth projections or available housing supply in the Study Area. Therefore, the proposed project would result in less-than-significant impacts related to population growth.

Growth-inducing projects are generally located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure (e.g., sewer and water facilities, roadways, etc.) or are those that could encourage “premature” or unplanned growth (i.e., “leapfrog” development, or urban sprawl). Although development of the proposed project supports urban growth, it would not remove an obstacle to population growth since the Study Area is heavily urbanized. The proposed project would not spur new direct or indirect regional growth in terms of population or employment and, therefore, would not result in significant growth-inducing impacts.

Irreversible Effects

The construction and implementation of the proposed project would entail the irreversible and irretrievable commitment of energy and human resources; however, this commitment of energy, personnel, and building materials would be commensurate with that of other projects of similar magnitude. Labor would also be committed for the planning, design, construction, and operation phases of the proposed project.

Construction would require the commitment of a variety of nonrenewable or slowly renewable natural resources. Energy (in the form of fossil fuels) and construction materials (such as lumber, sand and gravel, metals, and water) would be irretrievably committed for construction of the proposed project. However, there would be some offset of the loss of energy resources. Demolition debris would be recycled for other uses. For example, inert construction debris (e.g., concrete and asphalt) would potentially be crushed and used for road base or other uses requiring aggregate as reinforcement material.

Ongoing operation and maintenance of the proposed project would entail a further commitment of energy resources in the form of petroleum products (diesel fuel and gasoline), natural gas, and electricity. This commitment of energy resources would be a long-term obligation because it is not possible to return the land to its original condition once it has been developed. However, the impacts of increased energy usage are not considered significant impacts. Therefore, the implementation of the proposed project would involve irreversible environmental changes to existing natural resources, but the impact would be less than significant.

8. FINDINGS REGARDING ALTERNATIVES

The alternatives identified for evaluation in the EA/DEIR were based on public comments, as well as technical analyses, as detailed in the Alternative Analysis Report (under separate cover and available by request or on the City’s website at <http://santaanatransitvision.com>). The alternatives analysis process included a comprehensive review of potential technology and alignment options.

Prior Analysis of Alternatives

A wide range of public transit options were defined and investigated as candidate technologies. The initial alignment options were based on the need to establish an east-west transit corridor in

the Study Area, and to improve the Study Area's regional transit connectivity by providing direct connections to existing and planned transit services (Metrolink and OCTA fixed route and Bus Rapid Transit [BRT] services) at SARTC and at the northeast corner of Harbor Boulevard and Westminster Avenue in the City of Garden Grove.

A reasonable range of alternatives has been evaluated as part of the environmental process, beginning with a robust alternatives analysis and using a screening process to provide a limited range of alternatives in the EA/DEIR. Several other alternatives, including BRT routes along Santa Ana Boulevard and Civic Center Drive, were considered in the initial alternatives analysis but were ultimately screened out because they did not fully satisfy the purpose and need or project goals and objectives and were less cost effective in terms of both capital and operations and maintenance costs per rider. These other alternatives are described in the Santa Ana and Garden Grove Fixed Guideway Corridor Alternative Analysis Report. The alternatives addressed in the EA/DEIR consisted of a No Build Alternative, Transportation System Management (TSM) Alternative, Streetcar Alternatives 1 and 2, and Initial Operating Segment (IOS)-1 and IOS-2. Streetcar Alternative 1 included the PE ROW through the western half of its alignment and Santa Ana Boulevard and 4th Street on the way to SARTC. Streetcar Alternative 2 also included the PE ROW through the western half of its alignment and generally Santa Ana Boulevard, Civic Center Drive, and 5th Street along the eastern half of the alignment to SARTC. The No Build Alternative was provided as a basis for comparing the build alternatives, each of which was specifically designed to respond to the purpose and need for the project, study goals, and community input.

No Build Alternative

This No Build alternative is required by Section 15126.6 of the CEQA Guidelines and provides the basis for comparing future conditions resulting from other alternatives. Conditions in the foreseeable future (through planning horizon year 2035) include projects that (1) have environmental analysis approved by an implementing agency and (2) have a funding source identified for implementation.

Other projects in the foreseeable future include:

- Implementation of the Transit Zoning Code (SD 84A and SD 84B), both project-level and program-level components, that are anticipated for build-out by 2028;
- Implementation of the Station District Development Projects, which consist of a variety of residential development projects, community open space and some limited neighborhood-serving commercial development'
- Transit improvements including modest adjustments to existing local bus routes; and expanded Metrolink service'
- Three, new bus rapid transit routes: (1) Harbor Boulevard Bus Rapid Transit Corridor [Costa Mesa to Fullerton, 10-minute headways, peak period]; (2) Westminster/17th Street Bus Rapid Transit Corridor [Santa Ana to Long Beach, 10-minute headways, peak period]; and (3) Bristol Street Bus Rapid Transit Corridor [Irvine Transportation Center to Brea Mall, 10-minute headways, peak period]; and

- Roadway improvements including the Bristol Street Widening project, which will widen Bristol Street from four to six lanes between Warner Avenue and Memory Lane, and the Grand Avenue Widening project, which will widen Grand Avenue from four to six lanes between 1st Street and 17th Street.

Findings for No Build Alternative

The City of Santa Ana finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the No Build Alternative identified in the EA/DEIR and REA/FEIR (CEQA Guidelines 15091(a)(3)). Although the No Build Alternative would not result in environmental impacts, it would not provide the desired levels of mobility and accessibility within the City of Santa Ana. In addition, the No Build Alternative would not foster economic development opportunities, promote sustainable transportation investments to respond to the needs of the community, or deliver travel, benefits, reliability, and choice to the public transportation system. Therefore, the No Build Alternative would not be consistent with the goals and objectives of the proposed project.

TSM Alternative

The TSM Alternative enhances the mobility of existing transportation facilities and transit network without construction of major new transportation facilities or significant, costly physical capacity improvements. The TSM Alternative emphasizes low cost (i.e., small physical) improvements and operational efficiencies, such as focused traffic engineering actions, expanded bus service, and improved access to transit services. Included within the TSM Alternative are modifications and enhancements to selected bus routes in the Study Area including:

- Skip-stop overlay service on 1st Street (Route 64) which includes access to SARTC;
- A new route between SARTC and Harbor Boulevard/Westminster Avenue via Civic Center Drive, Bristol Street and 17th Street/Westminster Avenue, providing 10-minute peak and 20-minute off-peak service;
- Expanded service span for StationLink service (Route 462) between SARTC and the Civic Center, providing 15-minute service during both peak and off-peak hours;
- In addition, the following system operational improvements are included in the TSM Alternative:
 - Traffic signal timing improvements at select congested locations along Santa Ana Boulevard and Civic Center Drive to provide for enhanced east-west bus flow, potential including but not limited to:
 - Main Street at Civic Center Drive
 - Broadway at Civic Center Drive
 - Flower Street at Civic Center Drive
 - Fairview Street at Civic Center Drive
 - Santa Ana Boulevard at Santiago Street

- Santa Ana Boulevard at Lacy Street (install traffic signal)
- Real-time bus schedule information at high-volume transit stops (e.g., Flower Street and 6th Street, Santa Ana Boulevard and Main Street)
- Improvements to transit stop amenities (benches, shelters, kiosks, sidewalk connections, etc.) along the Santa Ana Boulevard and Main Street corridors
- Improvements to bicycle and pedestrian circulation to promote safe, convenient and attractive connectivity between the transit system and surrounding neighborhoods and activity centers , including accommodating bicycles on all buses, providing real time bus arrival information via internet and mobile devices, installing bicycle storage facilities at SARTC and the Harbor/Westminster stop, and providing study area maps/walking guides on all buses.

Findings for TSM Alternative

The City of Santa Ana finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the TSM Alternative identified in the EA/DEIR (CEQA Guidelines 15091(a)(3)). Although the TSM Alternative would result in less-than-significant environmental impacts, it would not provide the desired levels of mobility and accessibility for the community. The daily ridership for the TSM Alternative was projected to be 3,100 in 2035, as opposed to 6,100 under the proposed project. In addition, the TSM Alternative would not foster economic development opportunities, promote sustainable transportation investments to respond to the needs of the community, or deliver travel, benefits, reliability, and choice to the public transportation system. Therefore, the TSM Alternative would not be consistent with the goals and objectives for the proposed project. For these reasons, the City of Santa Ana rejects this alternative.

Streetcar Alternative 1

Streetcar Alternative 1 (proposed project) would utilize the PE ROW, an abandoned and vacant rail right-of-way owned by the OCTA, through the western half of its alignment and generally operate along Santa Ana Boulevard, and 4th Street on the way to SARTC. The 4.2-mile alignment would include 12 stations and it is anticipated that the streetcar system would operate seven days a week with 10-minute headways during peak periods and 15-minute headways during off-peak periods. The streetcars would be electrically powered using an overhead contact system and a series of TPSS located intermittently along the alignment.

Findings for Streetcar Alternative 1

Streetcar Alternative 1 has no substantial differences in the severity of environmental impacts when compared to the other alternatives. The purpose of the proposed project is to provide a new east-west transit line in Orange County between the SARTC in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The primary objectives of the proposed project are as follows:

- To improve transit connectivity within the Study Area;
- To relieve congestion by providing alternative mobility options;

- To be sensitive to the character of the community;
- To increase transit options;
- To improve transit accessibility to and within the Study Area; and
- To provide benefits to the environment through improved air quality.

Streetcar Alternative 1 would satisfy each of the project objectives and goals with similar environmental effects as the other build alternatives. Therefore, Streetcar Alternative 1 is the environmentally superior alternative.

Streetcar Alternative 2

Streetcar Alternative 2 would utilize the PE ROW through the western half of its alignment and substantially operate along Santa Ana Boulevard, Civic Center Drive, and 5th Street along the eastern half of the alignment to SARTC. The operational characteristics of this alternative are identical to Streetcar Alternative 1. The differences between the two streetcar alternatives are the alignment and the fact that Streetcar Alternative 2 would have one additional station for a total of 13.

Findings for Streetcar Alternative 2

Similar to Streetcar Alternative 1 (the locally preferred alternative), construction-related air quality emissions associated with Streetcar Alternative 2 would result in a regional NO_x impact, a localized PM₁₀ impact, and a cumulative impact. The City of Santa Ana finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible Streetcar Alternative 2 identified in the EA/DEIR (CEQA Guidelines 15091(a)(3)). The daily ridership for Streetcar Alternative 2 was projected to be 4,700 in 2035, as opposed to 6,100 for the proposed project. Streetcar Alternative 2 would generate less ridership than the proposed project. It would not provide adequate access to transit within the City of Santa Ana and, therefore, would not be consistent with the goals and objectives of the proposed project. For these reasons, the City of Santa Ana rejects this alternative.

IOS-1 and IOS-2

In response to funding and phasing issues raised by fiscal constraints identified during OCTA's long-range transportation planning process, IOSs, which are shorter segments of the Streetcar Alternatives, were analyzed. Similar to the proposed project, construction-related air quality emissions associated with IOS-1 and IOS-2 would result in a regional NO_x impact, a localized PM₁₀ impact, and a cumulative impact. The intent of the IOS alternatives was to identify starter segments that could be constructed and operated until funding is assembled to complete the remaining portion of the project. Both IOS-1 and IOS-2 would terminate at Raitt Station (Raitt Street and Santa Ana Boulevard) rather than Harbor Station (Harbor Boulevard and Westminster Avenue). Both would include the same project features and design options as their respective full alignment build alternatives between Raitt Street and SARTC. The configuration of Raitt as an interim terminus station is the same for IOS-1 and IOS-2. Just over 50 spaces would be provided for station parking at Raitt within the PE ROW on an interim basis

to be replaced by parking at Harbor Station upon completion of the full Project. Vehicular access to Raitt Station parking would be via Daisy Avenue.

Findings for IOS-1 and IOS-2

The City of Santa Ana finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible IOS-1 and IOS-2 identified in the EA/DEIR and (CEQA Guidelines 15091(a)(3)). The IOS alternatives would not be environmentally superior to the proposed project with the exception that these shorter route options would result in less excavation and subsequent acquisition and construction-related impacts. The impacts of the IOS alternatives would be essentially the same as the proposed project with traffic, parking and circulation impacts being redistributed to the new terminal station location at Raitt Station. Each IOS alternative would generate approximately 47 percent of the ridership associated with the full alignment. The other key distinction of these shorter alignment options is that they reduce the beneficial effects from the full route, particularly in the area of regional connectivity. Therefore, IOS-1 and IOS-2 would not be consistent with project goals and objectives compared to the proposed project. For these reasons, the City of Santa Ana rejects these alternatives.

O & M Facility Site Options

Both Streetcar Alternatives 1 and 2 would require the construction of an O & M Facility for streetcar operations. An O & M Facility is a stand-alone building which would meet the maintenance, repair, operational and storage needs of the proposed streetcar system. The O & M Facility accommodates daily and routine vehicle inspections, interior/exterior cleaning of the streetcars, preventative (scheduled) maintenance, unscheduled maintenance, and component change-outs. The proposed facility would also provide a venue for parking vehicles that are not in use and for rebuilding components. Two O & M facilities were analyzed in the EA/DEIR. O & M Facility Site A is an irregularly shaped parcel slightly larger than 2.2 acres, and bordered by 6th Street to the north, 4th Street to the south, the Metrolink tracks to the east, and various industrial and commercial businesses to the west. Currently used as a waste transfer and recycling center, this site contains one primary structure with the remainder of the site used for receiving and sorting recycling materials, and parking. O & M Facility Site B is a rectangular site slightly larger than 2.4 acres. It is located west of Raitt Street and is bordered by 5th Street to the north and the PE ROW to the south. Located in an area zoned for industrial and commercial uses, this site is comprised of three parcels, two of which contain existing businesses and a combination of industrial buildings. The third parcel contains a multi-family structure with six residences.

Findings for O & M Facility Site Options

The City of Santa Ana finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible O & M Facility Site A identified in the EA/DEIR and (CEQA Guidelines 15091(a)(3)). The smaller size, irregular shape, and distance from the PE ROW make O & M Facility Site A less efficient to develop and operate, and provides less opportunity to accommodate a greater range of O & M functions on the site. In conjunction with its location

eastern end of the corridor, O & M Facility Site A provides less flexibility to serve future system expansion, or extensions or connections through Garden Grove to Anaheim. For these reasons, the City of Santa Ana rejects O & M Facility Site A.

The size, rectangular shape and proximity to the PE ROW make O & M Facility Site B more efficient to develop and operate, and provides opportunity to accommodate a greater range of O & M functions on the site. In conjunction with its location in the western half of the corridor, O & M Facility Site B provides greater flexibility to serve future system expansion, or extensions or connections through Garden Grove to Anaheim. For these reasons, the City of Santa Ana adopts O & M Facility Site B.

Fourth Street Parking Scenarios

The proposed project would utilize 4th Street between Ross Street and Mortimer Street in the westbound direction. From east of Ross Street to French Street, 4th Street has one travel lane in each direction with head-in diagonal parking along each side of the roadway. The diagonal parking, with vehicles exiting parking spaces by backing into the travel lane, is incompatible with reliable streetcar operations. Three design scenarios were identified in the EA/DEIR to address the diagonal parking on 4th Street.

- Scenario A: Convert the diagonal parking along the south side of 4th Street, between Ross Street and French Street, to parallel parking and widen the sidewalk along the south side from 12 feet to 20 feet, and replace streetlights and landscaping. A total of 26 on-street parking spaces would be removed under this scenario.
- Scenario B: Remove the diagonal parking along the south side of 4th Street, between Ross Street and French Street, and widen the sidewalk along the south side from 12 feet to 28 feet, and replace streetlights and landscaping. A total of 77 on-street parking spaces would be removed under this scenario.
- Scenario C: Remove the diagonal parking along both sides of 4th Street, between Ross Street and French Street, widen the sidewalks along both sides from 12 feet to 28 feet, and replace streetlights and landscaping on both sides of the street. A total of 132 on-street parking spaces would be removed under this scenario.

Findings for Fourth Street Parking Scenarios

The City of Santa Ana finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible Fourth Street Parking Scenarios B and C identified in the EA/DEIR (CEQA Guidelines 15091(a)(3)). Although significant impacts were not identified for any of the parking alternatives, Fourth Street Parking Scenario A would remove the least amount of parking. For this reason, the City of Santa Ana rejects Fourth Street Parking Scenarios B and C in favor of Fourth Street Parking Scenario A.

Findings for Mitigation Measures

Mitigation Measures for the proposed project have been identified in the Mitigation Monitoring and Reporting Program. None of the recommended measures that are within the City of Santa Ana jurisdiction have been rejected. To the extent that these findings conclude that various proposed Mitigation Measures outlined in the Mitigation Monitoring and Reporting Program are feasible and have not been modified, superseded or withdrawn, the City of Santa Ana hereby binds itself to implement or, as appropriate, require implementation of these measures. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City of Santa Ana adopts a resolution approving the proposed project.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives. If the No Build Alternative is identified as the environmentally superior alternative, the identification of the next best environmentally superior alternative must be identified. As described in the EA/DEIR and the REA/FEIR, the No Build Alternative has been found to have the least amount of environmental impacts and is the environmentally superior alternative. Of the remaining alternatives, the TSM Alternative is the CEQA environmentally superior alternative because no impacts were identified in the EA/DEIR. However, the City hereby finds that the TSM alternative would not achieve the project's basic objectives and thereby rejects this alternative.

9. STATEMENT OF OVERRIDING CONSIDERATIONS

The REA/FEIR has identified and discussed significant environmental effects that will occur as a result of implementation of the proposed project. With implementation of feasible mitigation measures, standard conditions, and/or BMPs, as discussed in the REA/FEIR, these effects can be mitigated to levels considered less than significant except for the significant impacts related to regional construction emissions and localized construction emissions, as described above in Section 6 of this document. Specifically, implementation of the proposed project would result in the following significant impacts even after imposition of all feasible mitigation measures, standard conditions, and/or BMPs and would require adoption of a Statement of Overriding Considerations:

- Construction emissions associated with the proposed project would result in exceedance of the SCAQMD's NO_x threshold for construction activities for the years 2012 and 2013 and, as such, would result in a significant regional air quality impact. Implementation of Mitigation Measure **AQ1** would reduce NO_x emissions, although emissions would still exceed the SCAQMD significance threshold.
- Construction emissions of PM₁₀ were found to exceed the SCAQMD's Localized Significance Thresholds and would, therefore, result in a local air quality impact to sensitive receptors in the vicinity of the O & M Facility. The proposed project is subjected to SCAQMD Rule 403 (Fugitive Dust), which requires that dust control measures (i.e., watering, offsite dirt trackout, and haul truck freeboard clearance) be applied to minimize the generation of fugitive dust during construction activities. Despite the application of these

dust control measures, PM₁₀ emissions are still anticipated to exceed the SCAQMD's localized significance thresholds. No other feasible mitigation measures, standard conditions, or BMPs exist that would reduce this impact.

- In accordance with SCAQMD methodology, projects that would result in a significant impact for either regional or localized air pollutant emissions would contribute toward a cumulative impact. Cumulative projects within the Study Area and the surrounding area would include redevelopment of existing uses, as well as development of new commercial and residential uses. As the proposed project would result in a regionally and localized significant impact during construction for both NO_x and PM₁₀ emissions, it is anticipated that continued development (and associated construction activities) located predominately within the City of Santa Ana would also result in regional and localized air quality impacts. Therefore, the contribution of the proposed project to this air quality construction impact would be cumulatively considerable. No other feasible mitigation measures, standard conditions, or BMPs exist that would reduce this cumulatively considerable impact.

In making this determination, the Lead Agency is guided by CEQA Guidelines Section 15093, which provides as follows:

- a. CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- b. When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- c. If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to CEQA Section 15091.

Having considered the unavoidable adverse significant impacts of the proposed project, the City Council hereby determines that all feasible mitigation measures have been adopted to minimize, substantially reduce, or avoid the significant impacts identified in the REA/FEIR, and that no additional feasible mitigation is available to further reduce significant impacts. Further, the City Council finds that economic, social, and other considerations of the proposed project outweigh the significant and unavoidable impacts described above, and adopts the following Statement of Overriding Considerations. In making this Finding, the City Council has balanced the benefits of the proposed project against its significant and unavoidable environmental impacts and has indicated its willingness to accept those impacts.

The following statements are in support of the City Council's action based on the REA/FEIR and/or other information in the record. The following project objectives identify the benefits of project implementation:

- To improve transit connectivity within the Study Area;
- To relieve congestion by providing alternative mobility options;
- To be sensitive to the character of the community;
- To increase transit options;
- To improve transit accessibility to and within the Study Area; and
- To provide benefits to the environment through improved air quality.

The City Council finds the project objectives would include benefits to the City of Santa Ana. In addition to these project objectives, the following benefits constitute an overriding consideration warranting approval of the proposed project despite the significant and unavoidable environmental effects. The City Council finds that the project benefits derived from the project objectives identified above, as well as those listed below, are each individually and separately sufficient to outweigh all of the proposed project's significant and unavoidable impacts.

- The proposed project would support local plans for transit-oriented development (TOD). The City of Santa Ana recognizes that land use, economic opportunity, and transportation planning go hand in hand. Over the last several years, the City of Santa Ana has implemented TOD in the area adjacent to SARTC. Santa Ana's Transit Zoning Code, which encompasses 450 acres within the Study Area, supports mixed-use development and provides a transit-supportive, pedestrian-oriented development framework to reduce vehicle trips and greenhouse gas emissions.
- The proposed project would support economic vitality and foster redevelopment opportunities. The City of Santa Ana recognizes the importance of public investment in infrastructure as a catalyst for economic development. In the competitive Orange County marketplace, transportation infrastructure projects that improve access and mobility enhance the attractiveness of neighborhoods and provide a competitive edge for nearby businesses. Therefore, an important element of the City's integrated transportation-land use vision is the provision of transit service that is continuous and reliable, as well as a permanent and visible fixture for transit users and the community. Such service would improve visibility and access to existing economic activity centers and areas targeted for redevelopment. Connectivity to these key existing and future development areas is one of the most critical aspects of the SA-GG Fixed Guideway Project. In recent years, the City of Santa Ana has taken active steps to revitalize its downtown area to attract new businesses, customers, and visitors, utilizing a design scheme that fosters walkability and transit use. The Artist's Village and the East End Promenade in Downtown Santa Ana are prime examples of this effort. Moreover, the recent adoption of the Transit Zoning Code by the City of Santa Ana provides the policy foundation for redevelopment activities specifically targeted to the SA-GG Fixed Guideway Project. However, constrained access continues to be a challenge for the area. To the west, the City of Garden Grove continues to promote economic development along the Harbor Boulevard Corridor (International West). The proposed transportation investment is intended to support economic vitality and foster redevelopment opportunities within the

Study Area by improving access and connectivity within the Study Area, and between the Study Area and the surrounding region. This, in turn, will improve visibility and enhance access to Study Area land uses, and promote business activity. It will strengthen existing development and foster new opportunities for mixed-use development and transit-supportive residential products, and regionally significant resort and entertainment venues in areas such as the Willowick Public Golf Course and the southern end of the Harbor Boulevard Corridor.

- The proposed project would fulfill Santa Ana's overall vision for the Study Area, including a transit system that integrates seamlessly with the community and that is compatible with the established urban character.

Attachment A

Chapter 4.0 Mitigation Monitoring and Reporting Program

PRC Section 21081.6 and Section 15097 of the CEQA Guidelines require adoption of a Mitigation Monitoring and Reporting Program (MMRP) for all projects for which an EIR has been prepared. This requirement was originally mandated by Assembly Bill (AB) 3180, which was enacted on January 1, 1989, to ensure the implementation of all mitigation measures adopted through the CEQA process. Specifically, PRC Section 21081.6 states that "...the agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment...[and that the program]...shall be designed to ensure compliance during project implementation."

AB 3180 provided general guidelines for implementing monitoring and reporting programs, which are enumerated in more detail in Section 15097 of the CEQA Guidelines. However, specific reporting and/or monitoring requirements to be enforced during project implementation shall be defined prior to final approval of the proposed project by the decision-maker. In response to established CEQA requirements, the proposed MMRP shall be submitted to the City of Santa Ana (lead agency) for consideration prior to completion of the environmental review process to enable the decision-makers appropriate response to the proposed project. Although the lead agency may delegate reporting or monitoring responsibilities to other agencies or entities, it "...remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."

The MMRP describes the procedures for the implementation of the mitigation measures to be adopted for the proposed project as identified in the EA/DEIR and REA/FEIR. The MMRP will be in place through all phases of the proposed project, including design (pre-construction), construction, and operation (post-construction both prior to and post-occupancy). The City of Santa Ana shall be responsible for administering the MMRP activities or delegating them to staff, other City departments (e.g., Department of Building and Safety and Department of Public Works), consultants, or contractors. The City of Santa Ana will also ensure that monitoring is documented through reports (as required) and that deficiencies are promptly corrected. The designated environmental monitor (e.g., City building inspector, project contractor, or certified professionals depending on the provision specified below) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems.

Each mitigation measure is categorized by environmental topic and corresponding number, with identification of:

- The enforcement agency
- The monitoring agency
- The monitoring phase (i.e., the phase during which the measure should be monitored);
- The monitoring frequency
- The action indicating compliance with the mitigation measure

All agencies and departments are in the City of Santa Ana, unless otherwise noted.

Land Use and Zoning

No mitigation measures related to land use and zoning are required.

Land Acquisition and Displacement

No mitigation measures related to land acquisition and displacement are required.

Visual Quality

No mitigation measures related to visual quality are required.

Cultural Resources

CR1 A qualified principal investigator who meets the Secretary of the Interior's professional qualification standards for an archeologist shall be responsible for managing Native American archaeological resources and human remains. The qualified principal investigator shall appoint an archaeological monitor to be present for ground-disturbing activities that could encounter undisturbed soils. If the qualified principal investigator determines that Native American archaeological resources and human remains are likely present, then both an archeological monitor and a Native American monitor identified by the principal investigator shall be present. The Native American monitor shall be a Native American identified by the applicable tribe and/or the Native American Heritage Commission. The timing and duration of the monitoring shall be determined by the principal investigator based on the sensitivity of exposed sediments.

Prior to initiation of earth-disturbing activities that could encounter undisturbed soils; the archaeological monitor shall conduct a brief awareness training session for all construction workers and supervisory personnel. The training shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the project vicinity, and that the session take place on-site immediately prior to the start of ground-disturbing activities.

If archaeological resources or human remains are encountered during construction, all work shall cease in the area of potential affect until the find can be addressed. The Orange County Coroner's Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial, if necessary. A fifty-foot buffer, or more if deemed appropriate by the principal investigator, shall be established and work outside the buffer may resume.

Areas that would not encounter undisturbed soils and would therefore not be required to retain an archaeologist shall demonstrate non-disturbance to the City of Santa Ana through the appropriate construction plans, as-built drawings, or geotechnical studies prior to any earth-disturbing activities. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 form and filed with the SCCIC.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Principal Investigator and Archaeological or Native American Monitor/SHPO
Monitoring Phase:	Construction
Monitoring Frequency:	Ground breaking activities involving undisturbed soil
Compliance Action:	Field Inspection/Monitoring and Maintenance of Log to Demonstrate Compliance

Geology, Soils, and Seismicity

No mitigation measures related to geology, soils, and seismicity are required.

Hazardous Materials

HAZ1 A Phase I Environmental Site Assessment shall be prepared for the following site should O&M Facility Site A be adopted as part of the proposed project:

- Madison Materials located at 1035 East 4th Street

A Phase I Environmental Site Assessment shall be prepared for the following sites should O&M Facility Site B be adopted as part of the proposed project:

- All Car Auto Parts located at 2002 West 5th Street
- SA Recycling located at 2006 West 5th Street
- American Auto Wrecking located at 1908 West 5th Street

A Phase I Environmental Site Assessment shall be prepared for the following sites should O&M Facility Site A be adopted as part of the proposed project:

The assessment shall be prepared by a Registered Environmental Assessor. The assessment shall be prepared in accordance with State standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste or materials. If hazardous materials are identified in the Phase I Environmental Site Assessment, a Phase II Environmental Site Assessment would be completed to identify the extent of contamination and the procedures for remediation. The Phase II Environmental Site Assessment shall be approved by the California Department of Toxic Substances Control.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Registered Environmental Assessor/Department of Toxic Substances Control
Monitoring Phase:	Pre-Construction
Monitoring Frequency:	Once, prior to construction
Compliance Action:	Site Investigation and Submittal of the Phase I and Phase II Environmental Site Assessments

Traffic and Parking

No mitigation measures related to traffic and parking are required.

Noise and Vibration

N1 The City of Santa Ana shall request a horn-sounding exemption from the California Public Utilities Commission for the crossing at 5th and Fairview Streets. The exemption shall provide justification and demonstrate that safety would not be compromised. In lieu of the warning horn, supplemental safety measures (e.g., four-quad gates, roadway median barriers on grade crossing approaches, and pedestrian gates) would be implemented. If a horn sounding exemption is approved and established, warning horns would not be sounded except under an emergency situation.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	City of Santa Ana/California Public Utilities Commission
Monitoring Phase:	Design
Monitoring Frequency:	During design and prior to operation
Compliance Action:	Agency request submission/Field Inspection

N2 When practical, the contractor shall design special trackwork elements, such as turn-outs, switches, and cross-over to be located at least 600 feet away from sensitive receptors. If this cannot be achieved, then special switch devices, such as spring frogs or movable point frogs shall be utilized. A frog device is used where two rails cross. The frog is designed to ensure the wheel crosses the gap in the rail without “dropping” into the gap.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana
Monitoring Phase:	Design
Monitoring Frequency:	Prior to Approval of Final Plans and Specifications
Compliance Action:	Field Verification of Installation of Trackwork

N3 The contractor shall construct a noise barrier at the land uses identified as Noise Sensitive Areas 9 and 10. For receptors in Noise Sensitive Area 9, the noise barrier shall be at least 10 feet high and extend for 400 feet along the northern property edge of the proposed operations and maintenance facility. For receptors in Noise Sensitive Area 10, the noise barrier shall be at least 8 feet high and extend for 225 feet along the southern boundary of the PE ROW adjacent to 4th Street. The design of the noise barriers shall be identified on project plans prior to issuance of building permits.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana Planning and Building Department
Monitoring Phase:	Design and Pre-operation
Monitoring Frequency:	Prior to permitting and prior to operation
Compliance Action:	Design Review and Field Verification

Air Quality

No mitigation measures related to air quality are required.

Hydrology

No mitigation measures related to hydrology are required.

Safety and Security

SAF1 Under Streetcar Alternatives 1 and 2 and the IOS Alternatives, the City of Santa Ana shall coordinate with the Santa Ana Unified School District and Santa Ana Police Department regarding safety at schools adjacent to the alignment. The collaborative effort between the City and interested parties shall develop and teach rail safety measures to students and parents. Other precautionary safety features shall include signs, gated crossing, and crossing and traffic signals to create a safe environment for parents and students during pick-up/drop-off times.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	City of Santa Ana/Santa Ana Police Department
Monitoring Phase:	Design and Pre-Operation
Monitoring Frequency:	On-going during Construction and Testing
Compliance Action:	Development of Safety Education Program and Instruction and Field Verification

SAF2 The contractor shall install surveillance cameras along the pedestrian walking paths within the PE ROW and at pedestrian gates to adjacent neighborhoods. Police security personnel shall be responsible for surveillance camera monitoring.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana and Santa Ana Police Department
Monitoring Phase:	Design and Pre-operation
Monitoring Frequency:	Prior to Operation
Compliance Action:	Field Verification

SAF3 The contractor shall install emergency call boxes along the pedestrian walking paths within the PE ROW.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana
Monitoring Phase:	Design and Pre-operation
Monitoring Frequency:	Prior to operation
Compliance Action:	Field Verification

SAF4 The contractor shall design the lighting plan for the pedestrian walking paths within the PE ROW to eliminate shadows or dimly lit areas to the greatest extent feasible.

Enforcement Agency: City of Santa Ana
Implementation/Monitoring Agency: Contractor/City of Santa Ana
Monitoring Phase: Design
Monitoring Frequency: Once prior to design approval
Compliance Action: Design Review and Field Verification

SAF5 Within the PE ROW, the contractor shall fence the track area, and appropriate signage and audible and visual warning devices shall be installed at gate openings.

Enforcement Agency: City of Santa Ana
Implementation/Monitoring Agency: Contractor/City of Santa Ana
Monitoring Phase: Design and Pre-operation
Monitoring Frequency: Prior to Operation
Compliance Action: Field Verification

SAF6 If Mitigation Measures **SAF2** through **SAF4** are considered infeasible, then the Willowick Station shall not be made operational by the contractor until an appropriate public access point from the PE ROW is created as part of the Willowick Golf Course redevelopment.

Enforcement Agency: City of Santa Ana
Implementation/Monitoring Agency: Contractor/City of Santa Ana and Santa Ana Police Department
Monitoring Phase: Pre-operation
Monitoring Frequency: Prior to Operation
Compliance Action: Field Verification

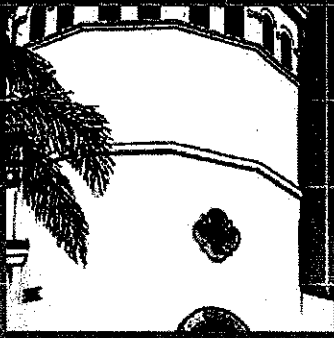
Construction (Air Quality)

AQ1 During the construction phase, the contractor shall use Tier 4 or higher off-road construction equipment with higher air pollutant emissions standards.

Enforcement Agency: City of Santa Ana
Implementation/Monitoring Agency: Contractor/SCAQMD
Monitoring Phase: Construction
Monitoring Frequency: Monthly
Compliance Action: Field Verification and Maintenance of Log to Demonstrate Compliance

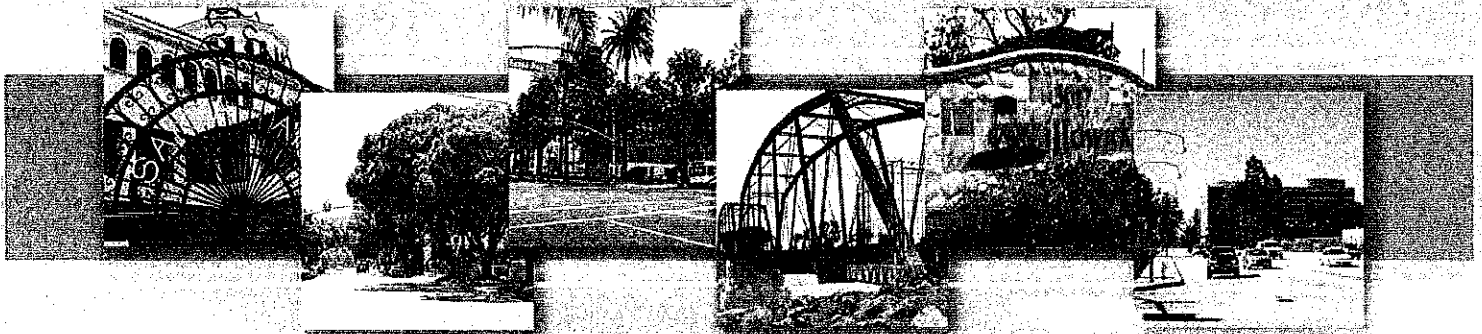
Cumulative

No mitigation measures related to cumulative impacts are required.



Santa Ana-Garden Grove Fixed Guideway Project

Revised Environmental Assessment/ Final Environmental Impact Report



January 2015

Exhibit 4



CORDOBA CORPORATION

75A-57



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Chapter 1.0 Introduction

This Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR) complies with both National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements. The federal and State environmental clearance for the Santa Ana-Garden Grove Fixed (SA-GG) Guideway Project (proposed project) was prepared in a joint NEPA and CEQA document.

1.1 Intended Use of the Revised EA/Final EIR

This REA/FEIR was prepared at the direction and under the supervision of the City of Santa Ana (City) as the local lead agency. The Orange County Transportation Authority (OCTA) is a responsible agency under CEQA. The Federal Transit Administration (FTA) is the federal lead agency pursuant to NEPA. This REA/FEIR incorporates the Environmental Assessment/Draft Environmental Impact Report (EA/DEIR) by reference and includes a description of a subsequent change to the proposed project, which involves the identification of a Locally Preferred Alternative. In addition, the REA/FEIR includes comments and recommendations received in response to the EA/DEIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the EA/DEIR; responses to significant environmental points raised in those comments; and other relevant information added by the local lead agency.

The intended use of this REA/FEIR by the City is to assist in making decisions regarding whether to adopt the proposed project, certify the FEIR, and file the Notice of Determination, which will complete the CEQA process. The intended use of this REA/FEIR by FTA is to update the proposed project and provide the necessary information to issue the Findings of No Significant Impact (FONSI) to complete the NEPA process.

This REA/FEIR is comprised of four chapters:

Chapter 1.0 Introduction. This chapter includes an overview of the proposed project, a summary of the alternatives considered, and a summary of the project's potential environmental impacts.

Chapter 2.0 Responses to Comments. This chapter contains comments received by the City during the public review period and public hearings for the EA/DEIR and responses to each comment.

Chapter 3.0 Corrections and Additions. This chapter provides the changes to the EA/DEIR in response to comments received during the public review period and public hearing process.

Chapter 4.0 Mitigation Monitoring and Reporting Program. This chapter includes a list of the required mitigation measures and identifies the enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and the action indicating compliance with each measure.

1.2 Summary of the Proposed Project

The SA-GG Fixed Guideway Project proposes to provide a new east-west transit line in Orange County between the Santa Ana Regional Transit Center (SARTC) in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The purpose of the SA-GG Fixed Guideway Project is to:

- Improve Transit Connectivity within the Study Area;
- Relieve Congestion by Providing Alternative Mobility Options;
- Be Sensitive to the Character of the Community;
- Increase Transit Options;
- Improve Transit Accessibility to and within the Study Area; and
- Provide Benefits to the Environment through Improved Air Quality.

The alternatives addressed in the EA/DEIR consisted of a No Build Alternative and a Transportation System Management (TSM) Alternative, as well as four build alternatives; Streetcar Alternatives 1 and 2 and Initial Operating Segment (IOS)-1 and IOS-2, which are shorter versions of the full alignment. Streetcar Alternative 1, which is the Locally Preferred Alternative, will utilize the Pacific Electric Right-of-Way (PE ROW) through the western portion of the approximately four-mile alignment to reduce costs and impacts and to provide optimum accessibility. The eastern portion of the alignment will operate along Santa Ana Boulevard and 4th Street on the way to SARTC. The streetcar system will be electrically powered using an overhead contact system and a series of Traction Power Substations. The Locally Preferred Alternative includes 24 stations.

Streetcar Alternative 2 would utilize the PE ROW through the western half of its alignment and primarily operate along Santa Ana Boulevard, Civic Center Drive, and 5th Street through the eastern half of the alignment to SARTC. The operational characteristics of this alternative are identical to Streetcar Alternative 1. The differences between the two streetcar alternatives are the alignment and the fact that Streetcar Alternative 2 would have one additional station for a total of 13.

The No Build Alternative provides the basis for comparing future conditions resulting from other alternatives. This alternative includes conditions in the foreseeable future (through planning horizon year 2035) include projects that (1) have environmental analysis approved by an implementing agency and (2) have a funding source identified for implementation. The TSM Alternative enhances the mobility of existing transportation facilities and transit network without construction of major new transportation facilities or significant, costly physical capacity improvements. The TSM Alternative emphasizes low cost (i.e., small physical) improvements and operational efficiencies, such as focused traffic engineering actions, expanded bus service, and improved access to transit services. In response to funding and phasing issues raised by fiscal constraints identified during OCTA's long-range transportation planning process, IOSs were developed as alternatives, which are shorter segments of the Locally Preferred Alternative and Streetcar Alternative 2. Further details on these alternatives are provided on page 2-1 of the EA/DEIR.

1.3 Selection of a Locally Preferred Alternative

Following receipt of public comments on the EA/DEIR and after the close of the public comment period, the City Council of the City of Santa Ana selected Streetcar Alternative 1 with Operations & Maintenance Facility Site B (west of Raitt Street) and 4th Street Parking Scenario A (parallel parking) as the Locally Preferred Alternative for the SA-GG Fixed Guideway Project on August 5, 2014. The selection of the Locally Preferred Alternative was based on the evaluation criteria that were approved by the community during the public scoping process. These criteria included the consideration of accessibility and livability; economic development, transit supportive land use, and community goals; environmental responsibility; travel benefits, choice, and reliability; and cost effectiveness and financial feasibility. Streetcar Alternative 1 produced the highest ridership, and served the greatest number of transit dependent households. Compared to Streetcar Alternative 2, it required less right-of-way acquisition, had a lower capital cost to construct, and greater ease of constructability. The existing land uses along the Streetcar Alternative 1 alignment were highly transit supportive, and offered greater economic development potential for the future. The selection of this Locally Preferred Alternative constitutes the extent of change to the proposed project that has occurred since the circulation of the EA/DEIR. The selection of the Locally Preferred Alternative does not create a change in circumstances, generate changes to the previously identified alternatives, or alter the previous environmental evaluation and determinations which were identified in the EA/DEIR.

1.4 Noticing and Availability of EA/DEIR

In compliance with NEPA regulations and CEQA Guidelines Sections 15085 and 15087, a Notice of Availability of the EA/DEIR was distributed, and the EA/DEIR was made available for public review for 45 days beginning May 23, 2014 to provide an opportunity for interested parties to comment on the EA/DEIR. There were three public hearing meetings, which were held on June 14, 17, and 19, 2014. During the review period, 17 written submissions were received on the EA/DEIR from public agencies, community groups, and individuals. These comments and the corresponding responses are presented in Chapter 2.0, Responses to Comments of this REA/FEIR.

1.5 Environmental Review Process

Meaningful public engagement was an important component of the SA-GG Fixed Guideway Project from the onset. Prior to making any key decisions on the proposed project, the City of Santa Ana initiated a public scoping process to define the appropriate range of issues to be addressed in the EA/DEIR. Four scoping meetings were conducted for the general public between June 8 and June 12, 2010. Two of these meetings were scheduled in the evening, one meeting was scheduled in the morning, and one meeting was scheduled on a Saturday afternoon, providing those community members who could not attend any of the weekday evening meetings with an opportunity to participate. Public comment opportunities were made available at each meeting. It should also be noted that articles and advertisements were published in a number of local newspapers, including several non-English publications. All information materials were presented in English, as well as Spanish.

The alternatives identified for evaluation in the EA/DEIR were based on public comments, as well as technical analyses, as detailed in the Alternative Analysis Report (under separate cover and available by request or on the City's website at <http://santaanatransitvision.com>). The alternatives analysis process included a comprehensive review of potential technology and alignment options. A wide range of public transit options were defined and investigated as candidate technologies. The initial alignment options were based on the need to establish an east-west transit corridor in the Study Area, and to improve the Study Area's regional transit connectivity by providing direct connections to existing and planned transit services (Metrolink and OCTA fixed route and Bus Rapid Transit [BRT] services) at SARTC and at the northeast corner of Harbor Boulevard and Westminster Avenue in the City of Garden Grove.

A reasonable range of alternatives has been evaluated as part of the environmental process, beginning with a robust alternatives analysis and using a screening process to provide a limited range of alternatives in the EA/DEIR. The alternatives analysis is described in detail beginning on page 2-29 of the EA/DEIR. Several alternatives, in addition to those previously discussed, including BRT routes along Santa Ana Boulevard and Civic Center Drive, were considered in the initial alternatives analysis but were ultimately screened out because they did not fully satisfy the purpose and need or project goals and objectives and were less cost effective in terms of both capital and operations and maintenance costs per rider than Streetcar Alternatives 1 and 2.

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives. If the No Build Alternative is identified as the environmentally superior alternative, the identification of the next best environmentally superior alternative must be identified. As described in the EA/DEIR and the REA/FEIR, the No Build Alternative has been found to have the least amount of environmental impacts and is the environmentally superior alternative. Of the remaining alternatives, the TSM Alternative is the CEQA environmentally superior alternative because no impacts were identified in the EA/DEIR. However, the City hereby finds that the TSM Alternative would not achieve the proposed project's basic objectives and thereby rejects this alternative.

Chapter 2.0 Responses to Comments

This chapter provides responses to all written and oral comments received on the EA/DEIR. Comments include issues raised by the public that warrant clarification or correction of certain statements in the EA/DEIR.

2.1 Public Review

The EA/DEIR was circulated for a period of 45 days beginning on May 23, 2014. During the review period, 17 written submissions were received on the EA/DEIR from public agencies, groups and individuals. Between June 14 and June 19, 2014, the City also held three public meetings to present the conclusions of the EA/DEIR and receive comments from the public. Approximately 150 people attended the public meetings, and roughly 34 attendees gave verbal testimony at the meetings. Transcripts of the verbal testimony and responses to the environmental issues raised in their testimony are provided below. **Table 2-1** presents a list of all public agencies, organizations, and individuals who submitted written comments. Each comment letter has been assigned a number.

TABLE 2-1: COMMENT LETTERS		
No.	Commenter	Comment Topic
FEDERAL AGENCIES		
1	U.S. General Services Administration Region 9 Portfolio Management Division Maureen Sheehan, NEPA Project Manager 400 15 th St. S.W. Auburn, WA 98001	Support for Streetcar Alternative 1
STATE AGENCIES		
2	State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit Scott Morgan P.O. Box 3044 Sacramento, CA 95812-3044 Re: Native American Heritage Commission	Draft EIR Review Process
3	State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit Scott Morgan P.O. Box 3044 Sacramento, CA 95812-3044 Re: California State Transportation Agency	Draft EIR Review Process
4	Native American Heritage Commission Dave Singleton 1550 Harbor Boulevard West Sacramento, CA 95691	Impacts to Archaeological Resources, Native American Remains, and Sacred/ Historic Sites and Mitigation Monitoring Plan

TABLE 2-1: COMMENT LETTERS

No.	Commenter	Comment Topic
5	State of California California State Transportation Agency Department of Transportation District 12 Maureen El Harake, Branch Chief, Regional-Community-Transit Planning 3347 Michelson Drive, Suite 100 Irvine, CA 92612	No comments provided.
ORGANIZATIONS		
6	Orange County Clerk-Recorder's Office 12 Civic Center Plaza, Room 106 Santa Ana, CA 92702	Draft EIR Review Process
7	Santa Ana Historical Preservation Society Alan Lawson 120 Civic Center Drive West Santa Ana, CA 92701	Historic Resources, ROW Acquisition, Support for Streetcar Alternative 1
8	Santa Ana Community & Business Alliance (SAC-BA) Madeleine Spencer 333 East 9 th #303 Santa Ana, CA 92701 <i>Commenters:</i> Elia Fitz; Jose Olegario Perez; Maximo Navarro; David Manzo; Francisco Pro.; Adriana Hernandez; Teresa M. Julio; Alicia Meza; Erick Leyva; Gina Torres; Bienvenida Guzman; Susi Lopez	Construction, Land Use, Growth, Community Outreach and Noticing, Displacement, Purpose and Need, Cost, Safety, Equity/Environmental Justice, General Opposition
9	Santa Ana Business Council, Inc. (SABC) 400 East 4 th , Suite 7 Santa Ana, CA 92701 <i>Commenters:</i> Shahram Makhani; Laura Fabilla Diaz; Guillermina Madriles; Manuel Peña; Ceballos Fernando; Raul Alvarez; Tomas Valenzuela; Inhee Cha; Inhee Cha; Won Cha; Walter W. Cha	Impacts to Business on Fourth Street and Opposition to Streetcar Alternative 1
10	<i>Commenters:</i> Karla Cuevas; Art Santacruz; Villamar Ortiz; Ashley Brown; Maria Anza; Miguel Angel; Maylin Mendoza; Hugo Martinez; Alvarez Regino; Maximiliano Garcia; Alejandro Escobar; Lorena Ramirez; Cinthya Perez; Lizzi Murtough; Katherine Anza; Geraldine Arellano; Clarissa Arellano; Aurora Sandivia; Petra Salgado; Maria Hernandez; Enrique R.; Yesenia Canova; Nathalie Canova; Evangelina Romero; Manuel Topete; Imelda Salgado; Jose Ochoa; Virginia Ochoa; David Inga; Patrick Douphy; Cesar Gonzalez; Francisco Salgado; Lesley Ramos; Sergio Diaz; Maria Salgado; Ciro Salgado; Adelfa Najera; Irma Lopez; Monse Perez	Construction, Land Use, Growth, Community Outreach and Noticing, Displacement, Purpose and Need, Cost, Safety, Equity/Environmental Justice, Opposition to Streetcar Alternative 1

TABLE 2-1: COMMENT LETTERS

No.	Commenter	Comment Topic
11	<p>Santa Ana Community & Business Alliance (SAC-BA) Madeleine Spencer 333 East 9th #303 Santa Ana, CA 92701</p> <p><i>Commenters:</i> Ginette Sanchez; Cirilo Martinez; Andrew Ramos; Jose Llanos; Ismael Becerril; Isidro Acosta; Juan Sanchez; Crecencio Martinez; Raul Hernandez; Hanadi Roman; Jose Roman; Evander Aguirre; Cuahutemoc Sanchez; Araceli Kantu; Angela Garcia; Angela Mejia; Carmen Ortega; Maria Perez; Yolanda Aguirre; Consuelo Blanco; Edlyn Salazar; Mari Carmen Valencia; Javier Galvez; Edith Hernandez; Sergio Ortega; Teresa Andrade; Cristina Moreno; Praxedes Bernal; David Rey Resendiz; Jose Olivares; Leonardo Moreno Navarro; Oscar Hurtado; Juan Sacche; Hugo Rojas Hernandez; Jose Hernandez; America Najera; Marco Zeferino; Araceli Robles; Rigoberto Robles; Luis E. Robles; Apolonio Cortes; Nancy Mejia; Laura Pantoja; Edward Garza; Jeff Merrick; Pat Aliso; Cinthya Sanchez; Eiva Navarrete; Yohana Rojas; Venancio Chavez; Angelica Flores; Arnold W; Luis Pantoja; Juan Carlos Macedo; Javier Roman; Jonathan Lizarraga; Gavino Mendez; Miguel Angel Macedo; Yanet Castaneda; Juan Vergara; Jose E. Vega; Abrahan Hernandez; Jorge Cabrera; Mario Martinez; Juanita Hernandez; Maria Guadalupe Diaz; Nohemi Gonzalez; Jose Elias Gonzalez; Isidora Espinoza; Felipe Chavez; Victor Guerrero; Crecencio Reyes; Angie Tapia; Francisca Trujillo; Rufino Tochiuhitl; Teresa Mendez; Jaime Mendez; Estela Tejada; Victoria garcia; Moices Vasquez; Rosa E. Ubach; Maria Perez; Esperanza Ramirez; Adrian Brindis; Celene Ponce; Soledad Gomez</p>	<p>Construction, Land Use, Growth, Community Outreach and Noticing, Displacement, Purpose and Need, Cost, Safety, Equity/Environmental Justice, Opposition to Streetcar Alternative 1</p>
12	<p>Santa Ana Business Council, Inc. (SABC) 400 East 4th, Suite 7 Santa Ana, CA 92701</p> <p><i>Commenters:</i> Perla Veronica Alvarez; Elma Vazquez; George Hansen; Quan M. Tran; Guadalupe Macias; Martha Guillen; Jose M. Solorio; Maria Hernandez; Hector Ruiz; Paulino Fuentes; Palmira Astudillo; Susan Chan; Carlos Rodriguez; Patricia Munoz; Jose Rodriguez; Susan Ceballos; Daniel Estrada; Martha Sliva; Adan Rodriguez; Efren; Raymond Rangel; Acencion Trujillo; Laura Hernandez; Josefina Estrada; Gerardo Bahena; Edilberto Forero; Lupe Sandoval; Guadalupe Pantoja; Michael Kassira; Ricardo Cortez; Elvia Viera; Irma Aguilera; Mariano Mendoza; Jorge Vital; Sai Navarro; Arturo Lomeli; Tomas Valenzuela; Jaime Nungavay; Joseph G Elias; Ruth Gerardo; Mike Husain; Jean Yeol Chon; Lee Gomez; Elia Castel/on; Aracely Calderon; Danica Marin; Alberto Otero; Hector Silva; Alicia Salcedo; Guillermo de la Pina; Abdul Amoudi; Narn Hye Yun; Marcela Prado Rodriguez; Marcela Rodriguez; Adan Hernandez; Ruben Puebla; Ruben Alvarez; Grace Yanez; Mery Larrea; Rosa Weber; Joe M. Lara; Silvia Huerta; Wilter Cobefia; Fortunato Reyes; Teresa Saldivar; Nam Hye Yun; Sandra Cerpas; Shay Patmer; Lety Gomez; Herb Rose; Frank Chavez; Barbara Y Rooker; Maria Guerrero; Arturo Arellanes; Samuel Romero</p>	<p>Opposition to Streetcar Alternative 1</p>

TABLE 2-1: COMMENT LETTERS

No.	Commenter	Comment Topic
INDIVIDUALS		
13	Dennis Dascanio	Support for Streetcar Alternative 1
COMMENT CARDS		
14	Jose Rodriquez 312 E. 4 th Street, Suite A Santa Ana, CA 92701	Support for Streetcar Alternative 2
15	Jose Diaz 1502 W. 9 th Street Santa Ana, CA 92703	Public Notification of Design Changes
16	Adrian Munoz 407 Vance Street Santa Ana, CA 92701	Impacts to the community, including businesses, public facilities, churches, pedestrians, and disabled
17	Frank Mitchell, III. 1920 S. Greenville Street Santa Ana, CA 92704	General Support for the Project and Further Extension of Alignment
PUBLIC HEARING MEETING		
1	<p>PH1-1 – Madeleine Spencer PH1-2 – Madeleine Spencer</p> <p>PH1-3 – Madeleine Spencer PH1-4 – Madeleine Spencer</p> <p>PH1-5 – Madeleine Spencer PH1-6 – Madeleine Spencer PH1-7 – Madeleine Spencer PH1-8 – Unknown Speaker PH1-9 – Sean Pulich</p> <p>PH1-10 – Sean Pulich</p> <p>PH1-11 – Ruby Cardenas PH1-12 – Ruby Cardenas</p> <p>PH1-13 – Ruby Cardenas PH1-14 – Sean Pulich PH1-15 – Ruby Cardenas</p> <p>PH1-16 – Ruby Cardenas PH1-17 – Ruby Cardenas PH1-18 – Raul Yanez PH1-19 – Raul Yanez</p> <p>PH1-20 – Tish Leon</p> <p>PH1-21 – Sean Pulich</p> <p>PH1-22 – Madeleine Spencer</p>	<p>PH1-1 – Community Outreach and Noticing PH1-2 – Construction, Traffic, Ridership, Safety, Cost, Design PH1-3 – Further Extension of Alignment, Ridership PH1-4 – Improvements to the Bus System and Economic Growth PH1-5 – Funds to Improve Safety PH1-6 – Economic Impact PH1-7 – Environmental Justice/Equity Analysis PH1-8 – Community Outreach and Noticing PH1-9 – Integration of the Proposed Project into the Existing Bus System PH1-10 – General Support for the Project, Development of More Retail along the Alignment, and Further Extension of the Alignment PH1-11 – Impact to Schools PH1-12 – Compatibility of the Proposed Project with Other Transit Systems PH1-13 – Alternatives Analysis PH1-14 – Operations During Special Events PH1-15 – Construction and Preference for Streetcar Alternative 2 PH1-16 – Alternatives Analysis PH1-17 – Design PH1-18 – Community Outreach and Noticing PH1-19 – Support for Streetcar Alternative 2, Construction PH1-20 – CEQA Process and Purpose of Public Review Period and Meetings PH1-21 – Alternatives Analysis, Further Extension of Alignment PH1-22 – Community Outreach and Noticing, Construction</p>

TABLE 2-1: COMMENT LETTERS

No.	Commenter	Comment Topic
	PH1-23 – Madeleine Spencer PH1-24 – Madeleine Spencer PH1-25 – Sean Pulich PH1-26 – Unknown Speaker PH1-27 – Ruby Cardenas	PH1-23 – Parking PH1-24 – Displacement, Environmental Justice/Equity, Neighborhood Impact PH1-25 – Ridership, Fare PH1-26 – Construction Schedule PH1-27 – Transit Schedule
2	PH2-1 – Peter Katz PH2-2 – Ruby Woo PH2-3 – Unknown Speaker PH2-4 – Unknown Speaker	PH2-1 – General Support PH2-2 – Design and Landscaping PH2-3 – Construction Schedule PH2-4 – Construction, Land Use
3	PH3-1 – Unknown Speaker PH3-2 – Unknown Speaker PH3-3 – Wan Cha PH3-4 – Wan Cha PH3-5 – Aldolpho Lopez PH3-6 – Saul O’Campo PH3-7 – Raul Yanez PH3-8 – Madeleine Spencer PH3-9 – Unknown Speaker PH3-10 – Unknown Speaker PH3-11 – Isabel Lopez PH3-12 – Unknown Speaker PH3-13 – Unknown Speaker PH3-14 – Unknown Speaker PH3-15 – Unknown Speaker PH3-16 – Unknown Speaker PH3-17 – Unknown Speaker PH3-18 – Unknown Speaker PH3-19 – Unknown Speaker PH3-20 – Unknown Speaker PH3-21 – Madeleine Spencer PH3-22 – Unknown Speaker	PH3-1 – Impact of the Streetcar Alternative 2 Alignment PH3-2 – Environmental Justice/Equity PH3-3 – Construction Impacts to Historic Structures PH3-4 – Ridership PH3-5 – Land Use Development and Ridership PH3-6 – Construction, Safety, Impacts to School Routes PH3-7 – Construction PH3-8 – Community Outreach and Noticing PH3-9 – Parking PH3-10 – Ridership PH3-11 – Community Outreach and Noticing PH3-12 – Preferred Alternative Selection PH3-13 – Environmental Justice/Equity PH3-14 – Safety PH3-15 – Fares PH3-16 – Funding PH3-17 – Design PH3-18 – Fiscal/Economic Impact PH3-19 – Design PH3-20 – Utilities PH3-21 – Funding PH3-22 – Displacement

2.2 Summary of Comments

Comments on the EA/DEIR were received from federal, State, and local agencies, as well as community groups and individual community members. The comment topics ranged from broad statements of support or opposition to specific questions on environmental areas of concern. The one federal agency to comment on the EA/DEIR was the U.S. General Services Administration, which expressed support for Streetcar Alternative 1. Four State agencies submitted comment letters related to the EA/DEIR. Three of the comment letters acknowledged that the EA/DEIR was received, and one comment letter was related to the preservation of cultural resources.

Seven comment letters were received from local organizations, including the Santa Ana Historical Preservation Society, which raised concerns over effects to the Howe-Waffle House.

The Santa Ana Community & Business Alliance and the Santa Ana Business Council, Inc. submitted similar comment letters representing members of the community. The comment letters either included a list of people supporting the letter or individual form letters restating the concerns in the cover letters submitted by the business groups. In summary, the comment letters from the Santa Ana Community & Business Alliance and the Santa Ana Business Council, Inc., expressed opposition to the proposed project and listed concerns associated with community outreach and noticing, construction activity, environmental justice/equity, safety, displacement, land use and growth, purpose and need, and cost.

One emailed comment was received from a community member and four comment cards were submitted by individuals at the three public meetings, at which the conclusions of the EA/DEIR were presented. These comments: (1) expressed general support for the proposed project, one comment expressed support for Streetcar Alternative 1; (2) expressed support for Streetcar Alternative 2; (3) asked how the public would be notified of design changes; and (4) expressed concern with various environmental topics discussed in the EA/DEIR, including community impacts. Questions were fielded by the project team and recorded by court reporters. Meeting transcripts are provided in this REA/FEIR, although names of the people who submitted comments were not noted in the transcripts. Each of the comments stated during the public meetings are addressed in this chapter.

2.3 Comments and Responses

The comment letters and hearing transcripts reproduced in the following pages follow the same order of presentation and organization as described in Table 2-1.

From: Maureen Sheehan - 9P2PTC [<mailto:maureen.sheehan@gsa.gov>]
Sent: Monday, July 07, 2014 11:24 AM
To: Gabriel, Jason
Cc: Galvez, William E.; Cavazos, David; Cathy Higley (chigley@cordobacorp.com)
Subject: Re: FW: Santa Ana Transit Vision - Comment Period Extension

Jason,

Thank you for the phone call today. Like I said, we are anticipate sending you GSA and our Tenant Agency comments the week of 7/14.

GSA's preferred alternative is Streetcar Alternative #1 where the streetcar runs on 4th St. Streetcar Alternative #2 is highly undesirable to GSA and our Tenant Agencies from a security standpoint. Our comments next week will elaborate on this.

Thank you for including GSA in your review, and look forward to working with you on this project.

1-1

Letter 1

U.S. General Services Administration
Region 9 Portfolio Management Division
Maureen Sheehan, NEPA Project Manager
400 15th St. S.W.
Auburn, WA 98001

Response 1-1

The support for Streetcar Alternative 1 was forwarded to the decision makers for consideration.



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

July 8, 2014

Jason Gabriel
City of Santa Ana
20 Civic Center Plaza, M-36
P.O. Box 1988
Santa Ana, CA 92702

Subject: Santa Ana and Garden Grove Fixed Guideway Corridor
SCH#: 2010051060

Dear Jason Gabriel:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 7, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

2-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures

cc: Resolution 140-0001
140 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 823-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2010051060
Project Title Santa Ana and Garden Grove Fixed Guideway Corridor
Lead Agency Santa Ana, City of

Type EIR Draft EIR

Description The Santa Ana-Garden Grove Fixed Guideway Project proposes to provide a new east-west transit line in Orange County between the Santa Ana Regional Transportation Center (SARTC) in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. Both streetcar alternatives would utilize the PE ROW through the western portion of the approximately four mile alignment. The streetcar systems would be electrically powered using an overhead contact system and a series of Traction Power Substations. Streetcar Alternative 1 would include 12 stations and Streetcar Alternative 2 would include 13 stations.

Lead Agency Contact

Name Jason Gabriel
Agency City of Santa Ana
Phone 714 647 5664
email
Address 20 Civic Center Plaza, M-36
P.O. Box 1988
City Santa Ana **State** CA **Zip** 92702
Fax

Project Location

County Orange
City Santa Ana
Region
Lat./Long 33° 45' 9.1" N / 117° 52' 20" W
Cross Streets
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways SR-22, 55, 57, I-5
Airports No
Railways SA PE ROW, Metrolink
Waterways Santa Ana River
Schools Numerous
Land Use Transportation; Industrial, Commercial

Project Issues Archaeologic-Historic; Aesthetic/Visual; Air Quality; Other Issues; Noise; Traffic/Circulation; Wetland/Riparian; Water Quality; Toxic/Hazardous; Flood Plain/Flooding; Biological Resources; Drainage/Absorption; Forest Land/Fire Hazard; Geologic/Seismic; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Vegetation; Water Supply; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Cal Fire; Caltrans, District 12; Air-Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 05/23/2014 **Start of Review** 05/23/2014 **End of Review** 07/07/2014

07/01/14
e

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
Fax (916) 373-5471
Web Site www.nahc.ca.gov
Ds_nahc@pacbell.net
e-mail: ds_nahc@pacbell.net



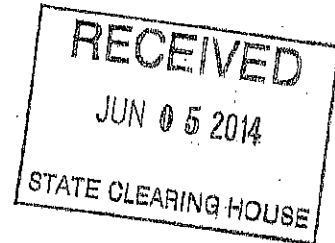
May 30, 2014

Mr. Jason Gabriel

City of Santa Ana

Public Works Authority

20 Civic Center Plaza, MS 36; P.O. Box 1988
Santa Ana, CA 92701



Sent by U.S. Mail

No. of Pages:

4

RE: SCH#2010051060 CEQA Notice of Completion;; draft Environmental Impact Report (DEIR) for the **"Santa Ana - Garden Grove Fixed Guideway Project;"** located in the Santa Ana and Garden Grove areas; Orange County, California

Dear Mr. Gabriel:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources; pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

If there is federal jurisdiction of this project due to funding or regulatory provisions; then the following may apply: the National Environmental Policy Act (NEPA 42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16 U.S.C 470 *et seq.*) and 36 CFR Part 800.14(b) require consultation with culturally

affiliated Native American tribes to determine if the proposed project may have an adverse impact on cultural resources

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed activity might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People... with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding "environmental justice." Also, applicable to state agencies is Executive Order B-10-11, which requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead, then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,


Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

Letter 2

State of California – Governor’s Office of Planning and Research
State Clearinghouse and Planning Unit
Scott Morgan
P.O. Box 3044
Sacramento, CA 95812-3044

Response 2-1

The comment is an acknowledgement that the City of Santa Ana has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA. The comment letter also informs the City of Santa Ana that the EA/DEIR was submitted to relevant State agencies for review. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

The Native American Heritage Commission (NAHC) provided comments to the State Clearinghouse. A response to the NAHC comment letter is provided in Comment Letter 4.



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

July 9, 2014

Jason Gabriel
City of Santa Ana
20 Civic Center Plaza, M-36
P.O. Box 1988
Santa Ana, CA 92702

Subject: Santa Ana and Garden Grove Fixed Guideway Corridor
SCH#: 2010051060

Dear Jason Gabriel:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on July 7, 2014. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

3-1

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2010051060) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

DEPARTMENT OF TRANSPORTATION

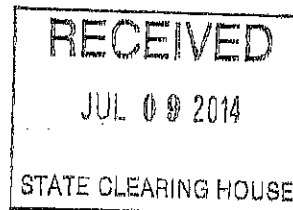
DISTRICT 12
 3347 MICHELSON DRIVE, SUITE 100
 IRVINE, CA 92612-8894
 PHONE (949) 724-2086
 FAX (949) 724-2592
 TTY 711
 www.dot.ca.gov

LATE
 7/17/14
 S



Serious drought.
 Help save water!

June 20, 2014



Mr. Jason Gabriel
 City of Santa Ana
 Public Works Agency
 20 Civic Center Plaza, M-36
 Santa Ana, CA. 92701

File: IGR/CEQA
 SCH#: 2010051060
 Log #: 3850
 I-5

Dear Mr. Gabriel:

Thank you for the opportunity to review and comment on **Draft Environmental Impact Report for the Santa Ana-Garden Grove Fixed Guideway Project**. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. Working together, these agencies have prepared an environmental review of the proposed transit improvements in the corridor, with FTA serving as the federal lead agency for the EA under NEPA and the City of Santa Ana serving as lead agency for the DEIR under CEQA.

The SA-GG Fixed Guideway Study Area is located in central Orange County, California and directly accesses both the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and the Pacific Electric right-of-way (PE ROW) rail corridor. Running predominantly in an east-west direction, the corridor extends 4.2 miles through the City of Santa Ana and into the eastern portion of the City of Garden Grove. The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. The eastern terminus of the alignment is the Santa Ana Regional Transportation Center (SARTC) and the western terminus is the Harbor Boulevard/Westminster Avenue intersection.

The California Department of Transportation provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Mr. Jason Gabriel
June 20, 2014
Page 2

The Department of Transportation (Department) is a commenting agency on this project and has no comment at this time. However, in the event of any activity in the Department's right of way, an encroachment permit will be required.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Aileen Kennedy at (949) 724-2239.

Sincerely,



MAUREEN EL HARAKE
Branch Chief, Regional-Community-Transit Planning
District 12

c: Majid Ghamami, Traffic Operations North
Scott Morgan, Office of Planning and Research

Letter 3

State of California – Governor’s Office of Planning and Research
State Clearinghouse and Planning Unit
Scott Morgan
P.O. Box 3044
Sacramento, CA 95812-3044

Response 3-1

The comment is an acknowledgement that the City of Santa Ana has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA. The comment letter also informs the City of Santa Ana that the EA/DEIR was submitted to relevant State agencies for review. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

The California Department of Transportation (Caltrans) provided comments to the State Clearinghouse. A response to the Caltrans comment letter is provided in Comment Letter 5.

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

1660 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
Fax (916) 373-5471
Web Site www.nahc.ca.gov
Ds_nahc@pacbell.net
e-mail: ds_nahc@pacbell.net



May 30, 2014

Mr. Jason Gabriel

City of Santa Ana

Public Works Authority

20 Civic Center Plaza, MS 36; P.O. Box 1988
Santa Ana, CA 92701

Sent by U.S. Mail

No. of Pages: 4

RE: SCH#2010051060 CEQA Notice of Completion;; draft Environmental Impact Report (DEIR) for the **“Santa Ana – Garden Grove Fixed Guideway Project;”** located in the Santa Ana and Garden Grove areas; Orange County, California

Dear Mr. Gabriel:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

4-1

If there is federal jurisdiction of this project due to funding or regulatory provisions; then the following may apply: the National Environmental Policy Act (NEPA 42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16 U.S.C 470 *et seq.*) and 36 CFR Part 800.14(b) require consultation with culturally

4-2

affiliated Native American tribes to determine if the proposed project may have an adverse impact on cultural resources

4-2
cont.

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed activity might impinge on any cultural resources.

4-3

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding 'environmental justice.' Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

4-4

Sincerely,


Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts
Orange County California
May 30, 2014**

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano CA 92675
chiefdavidbelardes@yahoo.
(949) 493-4933 - home
(949) 293-8522

Juaneno Band of Mission Indians Acjachemen Nation
Teresa Romero, Chairwoman
31411-A La Matanza Street Juaneno
San Juan Capistrano CA 92675-2674
(949) 488-3484
(949) 488-3294 - FAX
(530) 354-5876 - cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1232 - FAX
(626) 286-1758 - Home
(626) 286-1262 -FAX

Juaneno Band of Mission Indians
Adolph 'Bud' Sepulveda, Vice Chairperson
P.O. Box 25828 Juaneno
Santa Ana , CA 92799
bssepul@yahoo.net
714-838-3270
714-914-1812 - CELL
bsepul@yahoo.net

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
sgoad@gabrielino-tongva.com
951-845-0443

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
(619) 294-6660-work
(310) 428-5690 - cell
(760) 636-0854- FAX
bacuna1@gabrielinotribe.org

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2010051060; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Santa Ana-Garden Grown Guideway Project; located in Orange County, California.

**Native American Contacts
Orange County California
May 30, 2014**

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry, Representing Tribal Chairperson
4955 Paseo Segovia Juaneno
Irvine , CA 92612
kaamalam@gmail.com
949-293-8522

Gabrielino /Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net
909-262-9351

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
palmsprings9@yahoo.com
626-676-1184- cell
(760) 636-0854 - FAX

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
gabrielenoindians@yahoo.
(626) 926-4131

Gabrielino-Tongva Tribe
Conrad Acuna,
P.O. Box 180 Gabrielino
Bonsall , CA 92003

760-636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2010051060; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Santa Ana-Garden Grown Guideway Project; located in Orange County, California.

Letter 4

Native American Heritage Commission (NAHC)
Dave Singleton
1550 Harbor Boulevard
West Sacramento, CA 95691

Response 4-1

The proposed project includes mitigation (Mitigation Measure **CR1** on page ES-17 of the EA/DEIR) in coordination with the California State Historic Preservation Office to account for the possibility of accidentally discovered archaeological resources. Mitigation Measure **CR1** states that:

A qualified principal investigator who meets the Secretary of the Interior's professional qualification standards for an archeologist shall be responsible for managing Native American archaeological resources and human remains. The qualified principal investigator shall appoint an archaeological monitor to be present for ground-disturbing activities that could encounter undisturbed soils. If the qualified principal investigator determines that Native American archaeological resources and human remains are likely present, then both an archeological monitor and a Native American monitor identified by the principal investigator shall be present. The Native American monitor shall be a Native American identified by the applicable tribe and/or the Native American Heritage Commission. The timing and duration of the monitoring shall be determined by the principal investigator based on the sensitivity of exposed sediments.

Prior to initiation of earth-disturbing activities that could encounter undisturbed soils; the archaeological monitor shall conduct a brief awareness training session for all construction workers and supervisory personnel. The training shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the project vicinity, and that the session take place on-site immediately prior to the start of ground-disturbing activities.

If archaeological resources or human remains are encountered during construction, all work shall cease in the area of potential effect until the find can be addressed. The Orange County Coroner's Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial, if necessary. A fifty-foot buffer, or more if deemed appropriate by the principal investigator, shall be established and work outside the buffer may resume.

Areas that would not encounter undisturbed soils and would therefore not be required to retain an archaeologist shall demonstrate to the City of Santa Ana that disturbance has occurred through the appropriate construction plans, as-built drawings, or geotechnical studies prior to any earth-disturbing activities.

Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 form and filed with the SCCIC.

Response 4-2

The proposed project includes federal involvement and, accordingly, the FTA, the lead agency under the NEPA, has conducted Native American consultation in compliance with NEPA, Section 106 of the National Historic Preservation Act (NHPA), and 36 Code of Federal Regulations (CFR) Part 800.14(b). Refer to the Cultural Resources Evaluation Report included as Appendix F of the EA/DEIR for detailed information related to the Native American Consultation Process. As stated on page 3-93 of the EA/DEIR, the initial Native American consultation process began on July 7, 2010 when letters were sent to the 15 Native American individuals or organizations included on the list provided by the NAHC during the Notice of Preparation process. To date, no written responses have been received. In addition, phone calls to Native American contacts were made on September 29, 2011. Anita Espinosa, Juaneño Band of Mission Indians, commented on September 29, 2011 that the area is considered sacred lands and that she or another tribal representative should be informed if archaeological remains be found. The Juaneño Band of Mission Indians requests that Native American monitors be present during ground-disturbing activities. No additional responses have been received.

Response 4-3

See Responses 4-1 and 4-2. As discussed in Section 3.7.2.3 on page 3-100 of the EA/DEIR, no archaeological resources were identified in the Area of Potential Effects (APE) as being eligible for listing in the National Register of Historic Places or California Register of Historical Resources. The construction and operation of the proposed project would not result in adverse effects on archaeological or historic properties. Therefore, impacts to sacred and historical sites have been avoided. Mitigation Measure **CR1** on page ES-17 of the EA/DEIR requires that an appropriate Native American monitor be retained for ground-disturbing activities though coordination with NAHC upon the identification of Native American Archaeological resources by the principal investigator. The final report for ground disturbing activities containing the site forms, site significance, and mitigation measures will be submitted to the NAHC immediately upon completion.

Response 4-4

Mitigation Measure **CR1** on page ES-17 of the EA/DEIR contains provisions for the unanticipated discovery of human remains pursuant to the procedures set forth in Public Resources Code (PRC) Section 5097 *et seq.* and Health and Safety Code Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial.

DEPARTMENT OF TRANSPORTATION
 DISTRICT 12
 3347 MICHELSON DRIVE, SUITE 100
 IRVINE, CA 92612-8894
 PHONE (949) 724-2086
 FAX (949) 724-2592
 TTY 711
 www.dot.ca.gov



*Serious drought.
 Help save water!*

June 20, 2014

Mr. Jason Gabriel
 City of Santa Ana
 Public Works Agency
 20 Civic Center Plaza, M-36
 Santa Ana, CA. 92701

File: IGR/CEQA
 SCH#: 2010051060
 Log #: 3850
 I-5

Dear Mr. Gabriel:

Thank you for the opportunity to review and comment on **Draft Environmental Impact Report for the Santa Ana-Garden Grove Fixed Guideway Project**. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. Working together, these agencies have prepared an environmental review of the proposed transit improvements in the corridor, with FTA serving as the federal lead agency for the EA under NEPA and the City of Santa Ana serving as lead agency for the DEIR under CEQA.

The SA-GG Fixed Guideway Study Area is located in central Orange County, California and directly accesses both the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and the Pacific Electric right-of-way (PE ROW) rail corridor. Running predominantly in an east-west direction, the corridor extends 4.2 miles through the City of Santa Ana and into the eastern portion of the City of Garden Grove. The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. The eastern terminus of the alignment is the Santa Ana Regional Transportation Center (SARTC) and the western terminus is the Harbor Boulevard/Westminster Avenue intersection.

The California Department of Transportation provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

5-1

Mr. Jason Gabriel
June 20, 2014
Page 2

The Department of Transportation (Department) is a commenting agency on this project and has no comment at this time. However, in the event of any activity in the Department's right of way, an encroachment permit will be required.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Aileen Kennedy at (949) 724-2239.

Sincerely,



MAUREEN EL HARAQUE
Branch Chief, Regional-Community-Transit Planning
District 12

c: Majid Ghamami, Traffic Operations North
Scott Morgan, Office of Planning and Research

5-1
cont.

Letter 5

State of California – California State Transportation Agency
Department of Transportation District 12
Maureen El Harake, Branch Chief, Regional-Community-Transit Planning
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Response 5-1

The comment is an acknowledgement that Caltrans is a commenting agency, but that it had no comment on the EA/DEIR. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



Hugh Nguyen
Clerk - Recorder

Orange County
Clerk-Recorder's Office
12 Civic Center Plaza, Room 106, P.O. Box 238, Santa Ana, CA 92702
web: www.oc.ca.gov/recorder/
PHONE (714) 834-2500 FAX (714) 834-5284

CITY OF SANTA ANA
20 CIVIC CENTER PLAZA (M-20) P.O. BOX 1988
SANTA ANA, CA 92702

Office of the Orange County Clerk-Recorder
Memorandum

SUBJECT: NOTICE OF AVAILABILITY

The attached notice was received, filed and a copy was posted on 05/22/2014

It remained posted for 30 (thirty) days.

Hugh Nguyen
Clerk - Recorder
In and for the County of Orange

By: RASHAD SALAAM Deputy

Public Resource Code 21092.3

The notice required pursuant to Sections 21080.4 and 21092 for an environmental impact report shall be posted in the office of the County Clerk of each county *** in which the project will be located and shall remain posted for a period of 30 days. The notice required pursuant to Section 21092 for a negative declaration shall be so posted for a period of 20 days, unless otherwise required by law to be posted for 30 days. The County Clerk shall post notices within 24 hours of receipt.

Public Resource Code 21152

All notices filed pursuant to this section shall be available for public inspection, and shall be posted *** within 24 hours of receipt in the office of the County Clerk. Each notice shall remain posted for a period of 30 days.

*** Thereafter, the clerk shall return the notice to the local lead agency *** within a notation of the period it was posted. The local lead agency shall retain the notice for not less than nine months.

Additions or changes by underline; deletions by ***



May 23, 2014

STATE CLEARINGHOUSE NO. 2010051060

Project Description and Location: The Santa Ana-Garden Grove (SA-GG) Fixed Guideway Project proposes to provide a new east-west transit line in Orange County between the Santa Ana Regional Transportation Center (SARTC) in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The purpose of the SA-GG Fixed Guideway Project is to:

- Improve Transit Connectivity within the Study Area;
- Relieve Congestion by Providing Alternative Mobility Options;
- Be Sensitive to the Character of the Community;
- Increase Transit Options;
- Improve Transit Accessibility to and within the Study Area; and
- Provide Benefits to the Environment through Improved Air Quality.

POSTED

MAY 22 2014

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY: [Signature] DEPUTY

The build alternatives addressed in the Environmental Assessment/Draft Environmental Impact Report (EA/DEIR) consist of a Transportation Systems Management (TSM)/Bus Alternative, Streetcar Alternatives 1 and 2, and Initial Operating Segments for the Streetcar Alternatives (IOS)-1 and IOS-2. To reduce costs and impacts and to provide optimum accessibility, the streetcar and IOS alternatives would operate in mixed-flow traffic on city streets and in a dedicated "Streetcar only" guideway in the Pacific Electric Right-of-Way (PE ROW).

The TSM/Bus Alternative would improve the local transit network without construction of major new transportation facilities. Enhancements would be achieved through low cost (i.e., small physical) improvements and operational efficiencies. Included within the TSM Alternative are modifications and enhancements to selected bus routes in the Study Area, including a new route between SARTC and Harbor Boulevard/Westminster Avenue; intersection/signal improvements; and bus stop amenity upgrades.

Both streetcar alternatives would utilize the PE ROW through the western portion of the approximately four mile alignment. The eastern portion of the Streetcar Alternative 1 alignment would operate along Santa Ana Boulevard and 4th Street on the way to SARTC; the eastern portion of the Streetcar Alternative 2 alignment would operate along Civic Center Drive and 5th Street between Spurgeon and Flower Streets. In harmony with the City of Santa Ana's Complete Streets Program, Streetcar Alternative 2 will accommodate bicycle lanes along Civic Center Drive. The streetcar systems would be electrically powered using an overhead contact system and a series of Traction Power Substations. Streetcar Alternative 1 would include 12 stations and Streetcar Alternative 2 would include 13 stations.

IOSs, which are shorter segments of Streetcar Alternatives 1 and 2, were developed in response to funding and phasing issues raised by fiscal constraints identified during the Orange County Transportation Authority's long-range transportation planning process. The intent of the IOSs is to identify starter segments that could be constructed and operated until funding is assembled to complete the projects. Both IOS-1 and IOS-2 terminate at the Raitt Street/Santa Ana Boulevard intersection, rather than the Harbor Boulevard/ Westminster Avenue intersection. Both IOS Alternatives include the same project features and design options as their respective full alignment build alternatives between Raitt Street and SARTC.

Summary of Significant Environmental Impacts: The EA/DEIR was prepared by the City of Santa Ana as the local lead agency, and the Federal Transit Administration (FTA) as the federal lead agency, to satisfy the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The EA/DEIR examines the potential impacts that may result from implementation of the proposed alternatives and identifies

mitigation measures. The proposed project would result in potentially significant impacts in four resource areas: hazardous materials; noise and vibration; safety and security; and construction air quality. Mitigation measures would eliminate the significant impacts associated with hazardous materials, noise and vibration, and safety/security. Significant construction air quality impacts under CEQA would remain after the implementation of mitigation; however, it should be noted that construction-related air quality impacts would be temporary. In addition to mitigation measures, design features and best management practices have been incorporated into the proposed project. These include a Traffic Management Plan, a Noise and Vibration Control Plan, and a number of features to manage water quality.

Availability of the EA/DEIR Documents: The EA/DEIR for this project may be reviewed online at www.santaanatransitvision.com/fixed_guideway_project.html. A hardcopy may be reviewed at the following locations:

Location	Address
Santa Ana City Hall Public Works Counter	20 Civic Center Plaza, Ross Annex, Santa Ana, CA 92701
Santa Ana City Hall City Clerk's Office	20 Civic Center Plaza, Santa Ana, CA 92701
Santa Ana Public Library	26 Civic Center Plaza, Santa Ana, CA 92701
Salgado Center, Rosita Park	706 N. Newhope St., Santa Ana, CA, 92703
Santa Ana Train Station	1000 E. Santa Ana Boulevard, Santa Ana, CA 92701
Garden Grove City Hall Public Engineering Counter (1 st Floor)	11222 Acacia Parkway, Garden Grove, CA 92842
Orange County Transportation Authority (OCTA)	600 S. Main Street Orange, CA 92868

Review Period: The comment period on this EA/DEIR will be 45 days beginning May 23, 2014. Comments that will be addressed and included in the EA/Final EIR must be submitted in writing to one of the following addresses on or before the end of the public comment period or submitted at the public hearings described below. Comments cannot be accepted by phone.

Mail: Mr. Jason Gabriel
 City of Santa Ana, Public Works Agency
 20 Civic Center Plaza, M-36
 P.O. Box 1988
 Santa Ana, CA 92701


Email: fixedguidewaycomments@santa-ana.org

Fax: (714) 647-5635

Online: http://www.santaanatransitvision.com/contact_form.html

POSTED
MAY 22 2014

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY:  DEPUTY

Written comments should be submitted no later than 5:00 PM on Monday, July 7, 2014

Public Hearing Schedule: The City of Santa Ana will also accept comments on the EA/DEIR at the following dates, times, and locations (please note that there will be a time limit per commenter):

Date	Time	Location
Saturday, June 14, 2014	9:00 a.m. to 12:00 p.m.	Garfield Community Center, 501 N. Lacy, Santa Ana CA 92701
Tuesday, June 17, 2014	9:00 a.m. to 12:00 p.m.	Santa Ana Police Department Community Room, 60 Civic Center Plaza, Santa Ana, CA 92701
Thursday, June 19, 2014	6:00 p.m. to 9:00 p.m.	Goodwill Industries, 412 N. Fairview Street, Santa Ana, CA 92701

ADA and Language Accommodation: Interpreters will be provided for Spanish and Vietnamese. If you require an interpreter in another language, including sign language, or other accommodations at these public hearings, please contact the City of Santa Ana five days prior to the hearing at (714) 647-5013.

For more information, please visit the project website at www.santaanatransitvision.com/fixed_guideway_project.html.

POSTED

MAY 22 2014

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY:  DEPUTY

75A-92

Letter 6

Orange County
Clerk-Recorder's Office
12 Civic Center Plaza, Room 106
Santa Ana, CA 92702

Response 6-1

The comment is an acknowledgement that the Notice of Availability of the EA/DEIR has been received, filed, and posted for 30 days in compliance with the noticing and filing requirements of Sections 21080.4 and 21092 of the PRC. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



A Legacy of Preservation Since 1974

Santa Ana Historical Preservation Society

Dr. Willella Howe-Waffle House & Medical Museum
120 Civic Center Drive West,
Santa Ana, CA 92701-7505
(714) 547-9645 • www.SantaAnaHistory.com

July 7, 2014

Mr. William Galvez, Interim Executive Director
City of Santa Ana Public Works Agency
20 Civic Center Plaza, M-36
Santa Ana, CA 92702

**Subject: Comments on the Environmental Assessment/ Draft Environmental
Impact Report for the Santa Ana and Garden Grove Fixed Guideway Project**

Dear Mr. Galvez:

The Santa Ana Historical Preservation Society (SAHPS) would like to thank you for the opportunity to comment on the above-referenced document. Our comments on the "Environmental Assessment/Draft Environmental Impact Report for the Santa Ana and Garden Grove Fixed Guideway Project" follow.

7-1

SAHPS operates the Dr. Willella Howe-Waffle House and Medical Museum at 120 Civic Center Drive West in Downtown Santa Ana. The 125 year old Queen Anne style Victorian also serves as the headquarters for SAHPS. In reviewing the subject environmental document, we found a few errors regarding the Howe-Waffle House.

In Table 3.4-1 on page 3-33 ("Section 4 (F) Resources"), the address of the Howe-Waffle House and Carriage Barn is incorrectly listed in Item #15. The address should be changed to 120 Civic Center Drive West.

7-2

In Table 3.7-1 on page 3-95, the address for the Howe Waffle House is also listed incorrectly in Item #33, as "120 East Civic Center Drive."

Also, in the "French Park" section on page 3-42 the document describes the Howe-Waffle House as being in French Park. This is not correct. We suggest that discussion of the Howe Waffle House be moved to the "Downtown Santa Ana" section on page 3-44.

SAHPS is assuming that, despite the location of the Howe-Waffle House being incorrect in the instances cited above, there would be no acquisition of the existing property at 120 Civic Center Drive West. Is this assumption correct?

7-3

A second major concern for SAHPS is the proposed work within the right-of-way for Streetcar Alternative 2. Figure 2-5 on page 2-12 ("Civic Center Drive Bike Lane") illustrates a section of Civic Center Drive showing the existing traffic lanes and sidewalk dimensions compared with the proposed dimensions adding the streetcar, its platform and bike lanes.

Since it is not described, we're not sure where Figure 2-5 is located. We know it is not a typical section for the stretch of West Civic Center Drive between Main on the east and Sycamore on the west. In that section, the existing public sidewalk on the south side of Civic Center Drive between Main and Sycamore Streets is 8'0" wide. The width of the existing sidewalk on the south side of Civic Center Drive as shown in Figure 2-5 is 12'0". Without further clarification we cannot be certain how the existing right-of-way for the Howe-Waffle House will be affected by Streetcar Alternative 2.

7-4

Also, on page ES-7 of the Executive Summary, the document states, "*Streetcar Alternative 2 would require additional right-of-way to accommodate the bicycle lane.*" Again, it is unclear where acquisition of this additional right-of-way would occur.

7-5

SAHPS is very concerned about how improvements in the right-of-way to accommodate the streetcar alignment and bike lanes would affect the Howe-Waffle House at 120 Civic Center Drive West, and if the acquisition of additional right-of-way would be necessary. Accordingly, SAHPS cannot support Streetcar Alternative 2 without this clarification.

7-6

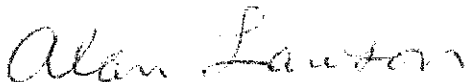
In conclusion, SAHPS supports Streetcar Alternative 1 as proposed. We believe it will promote more visitors to Downtown Santa Ana and reduce current vehicle and parking demands on the existing street system.

7-7

SAHPS appreciates the opportunity to comment on the subject environmental document. If any of our comments require clarification, please do not hesitate to contact me at 714/ 550-9369 or via email at miramar1274@att.net.

7-8

Sincerely,



Alan Lawson
Associate Director, SAHPS

[SAHPS fixed guideway comments]

cc: Alison Young, President, SAHPS
Roberta Reed, Treasurer, SAHPS

Letter 7

Santa Ana Historical Preservation Society
Alan Lawson
120 Civic Center Drive West
Santa Ana, CA 92701

Response 7-1

The comment is an acknowledgement that the EA/DEIR has been reviewed by the Santa Ana Historical Preservation Society (SAHPS). This comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response 7-2

Details regarding the location of the Howe-Waffle House have been corrected and identified in the Chapter 3.0, Corrections and Additions. The correct address is 120 Civic Center Drive West. This has been corrected in Table 3.4-1 on page 3-33 of the EA/DEIR and Table 3.7-1 on page 3-94 of the EA/DEIR. In addition, the discussion of the Howe-Waffle House has been moved from the French Park discussion on page 3-42 of the EA/DEIR to Downtown Santa Ana discussion on page 3-44 of the EA/DEIR.

Response 7-3

The commenter is correct in that no acquisition of the existing property located at 120 Civic Center Drive West would be required for the proposed project.

Response 7-4

Figure 2-5 on page 2-12 of the EA/DEIR has been relabeled to show Civic Center Drive West from Flower to Parton Streets. The section of Streetcar Alternative 2 and IOS-2 in front of the Howe-Waffle House can be viewed in Appendix O, Section A, on Drawing No. TR-26 (page 79). As shown in this drawing, the sidewalk width in front of the Howe-Waffle House would remain at 8 feet. Along Civic Center Drive West, the proposed alignment would be located on the north side of the street as it travels west and the only acquisitions, as shown in Figure 3.3-4 on page 3-22 of the EA/DEIR and Table 3.3-5 on page 3-23 of the EA/DEIR, would occur on the north side of the street. The right-of-way in front of the Howe-Waffle House, on the southern side of Civic Center Drive West, would remain unchanged with Streetcar Alternative 2 and IOS-2. The proposed project and IOS-1 would travel along 5th Street to the south and not along Civic Center Drive West.

Response 7-5

The text on page ES-7 of the EA/DEIR has been revised to clarify that the additional right-of-way required for the bike lane proposed under Streetcar Alternative 2 would be located on the north side of Civic Center Drive West. No acquisition of the Howe-Waffle House, which is on the south side of the street, would be required. In addition, the right-of-way required for the bike lane is in order to separate the bike lane from the streetcar station platform areas which would be located on the east side of Broadway and Main Streets. Both locations are located more than

200 feet from the Howe-Waffle House. The acquisition is shown in Figure 3.3-4 on page 3-22 of the EA/DEIR and would involve a full take (18,719 square feet) of the property at the northeast corner of Main Street and Civic Center Drive West (Burger King) and a partial take (730 square feet) of the property at the northeast corner of Broadway Street and Civic Center Drive West (St. Joseph's workshop).

Response 7-6

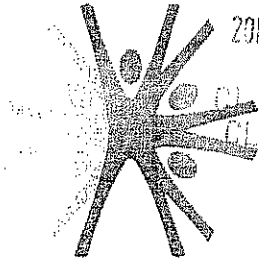
The right-of-way in front of the Howe-Waffle House, on the southern side of Civic Center Drive West, would remain unchanged with Streetcar Alternative 2 and IOS-2. The proposed project and IOS-1 would travel along 5th Street to the south and not along Civic Center Drive West. See Responses 7-4 and 7-5 for additional information in response to this comment.

Response 7-7

The support for Streetcar Alternative 1 was forwarded to the decision makers for consideration.

Response 7-8

The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



2014 JUL -7 PM 1:09

SAC-BA
SANTA ANA COMMUNITY
& BUSINESS ALLIANCE

Madeleine Spencer
333 East 9th # 303
Santa Ana, CA 92701
714-815-2653
Spenc110@mail.chapman.edu

July 7, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City of Santa Ana,

Over the next several years, construction of a fixed guideway project on Fourth Street will cause a contraction in spending in the corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already severely slowed. The fact that the city has proposed this as their "preferred route" raises many questions as to whether this proposed plan is in fact a marker of sorting, and has re-reminded business owners on Fourth Street of the many previous attempts that have been made by the city since 1985 to agitate long standing businesses along this street.

8-1

This process of agitation began with the marked failure to redevelop the area originally known as the Fiesta Marketplace, this was first proposed in official records 85-432141. Redevelopment procedures for Fourth Street which would harm business owners re-emerged in the "Renaissance Plan," which resulted in a series of policies of unequal and differential investment of public and private resources on this street beginning with the "Fourth Street Façade Program" and in the 2008 establishment of "CID" or the Community Improvement District for the same area which without the knowledge of a majority of the business owners was conspired to only benefit a few businesses along the corridor who profited from the tripled property tax assessments by way of what was referred to as "Property Based Improvement Districts" or PBIDs which was found illegal by the Grand Jury in accordance with the California Penal Code 993 and 993.5. The fact that now in June of 2014 the city has sought again to pursue a fixed guideway (streetcar

8-2

8-3

project) though 4th street having again only informed "a few individual businesses" as was stated by City Manager David Cavazos in the first EIR proceeding on June 14, 2014 where only two business owners, out of 10 other residents who were in attendance, had attended. After inquiring further along the Fourth Street Corridor as to who had been informed it was found that a majority of the businesses along the corridor were uninformed about the upcoming project. This is disturbing because the businesses know that the city has no problem of communicating with business owners when they have a code violation, as only months before many of the businesses along the fourth street corridor were unsuspectingly ticketed for code violations during the *Cinco de Mayo* Event. This showing that the city has every ability to inform businesses of violations yet seem to have little ability to inform them of processes that may well affect their livelihood for years to come. It is felt by many that this guideway running down Fourth Street in fact constitutes not only a disenfranchisement but also a disservice to much of the Merchant constituency along this street.

8-3
cont.

Another concern is with regard to the Santa Anita Neighborhood directly behind the Willowick Golf Course. There are already visible signs of displacement occurring in this neighborhood and there are concerns about how the this guideway project will further affect the prospect of displacement of the residents in this neighborhood:

8-4

For all of the above stated reason as well as the following reasons 1.) Lack of inclusion in the planning process, 2.) Questionable objectives for specified project, 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government's activities on minority and low-income populations.

8-5

Sincerely,

Madeleine Spencer
President

Emmanuel Ceballos
Vice President

DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

CITY OF SANTA ANA
CLERK OF COUNCIL

NAME	ADDRESS	Telephone
1 Elia Fitz	1910 N. Spurgeon st # 20 Santa Ana CA 92701	714-605-8900
2 Jose Olegario Perez	1239 Magnolia sve Santa Ana CA 92707	714-561-4238
3 Maximo Navarro	1239 Magnolia sve Santa Ana CA 92707	714-727-4427
4 David Manzo	2803 W. Warner # B Santa Ana CA 92707	714-376-7925
5 Francisco Pro.	417 E. Pine st Santa Ana CA 92701	714-631-1792
6 Adriana Hernandez	3632 S Main st Santa Ana CA	714-552-5260
7 Teresa M. Julio	8202 19th st Westminster CA 92683	714-605-1833
8 Alicia Meza	100W Midway spc 213 Anaheim, CA 92805	714-809-6282
9 Erick Leyva	3328 W. Camille st Santa Ana CA 92701	714-824-2921
10 Gina Torres	112 E. Edinger Santa Ana CA 92707	714-605-1358
11 Bienvenida Guzman	4117 W. Mc. Fadden ave	714-805-4757
12 Susi Lopez	2701 W. st Andrew Pl Santa Ana CA 92704	

8-6

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADA PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Elio Fitz

Firma: [Signature]

Domicilio: 1416 N. Angeleno # 2do. San Antonio, Ca. 92106

Telefono: 714 605 9700

8-6 cont.

TRANSLATION

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

SUBJECT: I DECLARE MY OPPOSITION TO THE "PREFERRED OPTION" OF THE ELECTRIC TRAIN THAT THE CITY OF SANTA ANA HAS DESIGNED TO CONNECT TO GARDEN GROVE

Dear Residents of the City of Santa Ana,

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

We are opposed to this project for the following reasons:

- 1) Social exclusion
- 2) Objectives for this project are questionable
- 3) Classification of population
- 4) Destructive construction, vacant properties, displacement
- 5) Issues of public safety

This statement of opposition not only opposes the path of the project but also asks that an EVALUATION OF EQUITY be performed to mitigate further damage to the rest of the city, in relation to:

- 1) Unequal investment
- 2) Borders
- 3) Invisibility
- 4) Homogeneity of space
- 5) Government exclusion
- 6) Social Shift
- 7) Social disintegration, all the damage that can be caused by continuing to classify the city of Santa Ana

The requirement for equal transportation analysis was initiated by EXECUTIVE ORDER OF THE UNITED STATES 12898 (1994) that considers the effects on minority and low-income communities.

8-6 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA Y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Jose Olegario Perez

Firma: [Handwritten Signature]

Domicilio: 1239 Magnolia Ave Santa Ana CA 92707

Telefono: 7140 561-4232

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA Y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Maximo Navarro

Firma: [Handwritten Signature]

Domicilio: 1239 Magnolia Ave Santa Ana CA 92707

Telefono: 714 197 4424

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELCTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusion Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva. Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusion del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por construir clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte iguditario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: David Warner

Firma: David Warner

Domicilio: 2803 W Warner # B

Telefono: 714-336-7995

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government's activities on minority and low-income populations.

Sincerely,

Printed Name: F Y R H C I S C O P R I A

Signature: F Y R H C I S C O P R I A

Address: 417 E. Pine St S. A. 92701

Telephone: (714) 631-1772

8-6 cont.

8-6 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

7:00 PM - 7 PM 49
ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificado en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Adriana Hernandez
 Firma: [Signature]
 Domicilio: 3632 S. Main St.
 Telefono: 714-552-5260

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

7:00 PM - 7 PM 49
ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificado en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Teresa M. Julio
 Firma: [Signature]
 Domicilio: 9202 W 1851 Mesquite on I-75 CA 92633
 Telefono: 714-605-1823

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We
oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable
objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction,
vacant properties, displacement, and 5.) Public safety issues, this statement of opposition
not only opposes this project route but also request an Equity Assessment be done to
mitigate further affects in the rest of the city in relation to of unequal investment, borders,
invisibilization, spatial homogeneity, exclusion from governance, serial displacement and
social disintegration, all the injuries that would be caused by further sorting in the city of
Santa Ana. The requirement for a transport equity analysis was initiated by U.S.
Executive Order 12898 (1994) codified a renewed concern about the effects of the
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Alisa M. M. 2014

Signature: [Signature]

Address: 1014 W. Hedraulic St. 715 Anaheim CA 92805

Telephone: (714) 824-2922

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We
oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable
objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction,
vacant properties, displacement, and 5.) Public safety issues, this statement of opposition
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Santa Ana. The requirement for a transport equity analysis was initiated by U.S.
Executive Order 12898 (1994) codified a renewed concern about the effects of the
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Erica Lopez

Signature: [Signature]

Address: 1338 N. Canfield St.

Telephone: (714) 824-2922

8-6
cont.

8-6
cont.

PUBLIC STATEMENT OF OPPOSITION

JUNE 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff.

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
TO GARDEN GROVE

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Santa Ana. The requirement for a transport equity analysis was initiated by U.S.
Executive Order 12898 (1994) codified a renewed concern about the effects of the
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Gina Torres

Signature: 

Address: 112 E. Edinger Ave S.A. - CA. 92701

Telephone: (714) 605-1358

8-6
cont.

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff.

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
TO GARDEN GROVE

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We stand in opposition of the fixed guideway project through the downtown area. We
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social disintegration, all the injuries that would be caused by further sorting in the city of
Santa Ana. The requirement for a transport equity analysis was initiated by U.S.
Executive Order 12898 (1994) codified a renewed concern about the effects of the
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Bienvenida Guzman

Signature: 

Address: 4117 W. Welfaden Ave.

Telephone: (714) 805-4757

8-6
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Carrasco, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento on Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA, y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: SUSI LOPEZ

Firma: *S. Lopez*

Domicilio: 2701 W. St. Andrew Pl.

Telefono: Santa Ana, Ca. 92704.

8-6
cont.

Letter 8

Santa Ana Community & Business Alliance (SAC-BA)
Madeleine Spencer
333 East 9th #303
Santa Ana, CA 92701

Response 8-1

Construction details and associated impacts are discussed on page 3-197 of the EA/DEIR. Construction of the proposed project would have temporary impacts on vehicle and pedestrian access and require minimal pavement cuts. These temporary construction related adjustments would allow businesses in the area to continue to serve customers with minimized disruption. It is not anticipated that any businesses within the Study Area outside of the project footprint would have to temporarily or permanently cease operations due to construction activity. The overall duration of construction activities is anticipated to be 30 months; however, the duration of concentrated construction activities would be no more than six months at one location along the alignment. In addition, noncontiguous segments can be constructed at the same time. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating work at night and on weekends. The long-term benefits for the businesses within the Study Area include greater pedestrian and transit access for employees and customers alike.

Response 8-2

With regards to the Renaissance Plan, Fourth Street Facade Program, Community Improvement District (CID), and Property Based Improvement District (PBID), the proposed project would only involve the construction of a streetcar along the proposed alignment. None of the alternatives for this project include redevelopment or propose the establishment of a CID or PBID.

The purpose of the SA-GG Fixed Guideway Project is to:

- Improve Transit Connectivity within the Study Area;
- Relieve Congestion by Providing Alternative Mobility Options;
- Be Sensitive to the Character of the Community;
- Increase Transit Options;
- Improve Transit Accessibility to and within the Study Area; and
- Provide Benefits to the Environment through Improved Air Quality.

Section 2.9 on page 2-29 of the EA/DEIR describes the selection and evaluation of alternatives for the project. The alternatives analysis process consisted of four major steps: (1) Preliminary Definition of Alternatives, which included creating a range of conceptual alternatives that could potentially satisfy the Purpose and Need and meet the goals and objectives for the project; (2A) Initial Screening (Route Options) to eliminate route options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project; (2B) Initial Screening (Technology Options) to eliminate technology options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project and

determine the reduced set of alternatives to be carried forward for detailed analysis; and (3) Detailed Evaluation and Environmental Impact Analysis of the reduced set of alternatives and selection of the Locally Preferred Alternative. The EA/DEIR provided the City with a comparison of environmental impacts between the alternatives.

The routes for the alternative alignments were based on ridership, engineering constraints, and environmental factors. The potential disruption to businesses is discussed on page 3-197 of the EA/DEIR. The most disruptive construction activities would be limited to a 24-month period; however, these activities would be sequenced by segment so that any one segment would experience disruption for a portion (no more than six months) of the construction duration. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during business operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime or weekend work. In addition, the Downtown portion of the alignment would be constructed at the beginning of the construction process to limit impacts to businesses.

Response 8-3

Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting environmental justice (EJ) populations. Beginning in 2008 and continuing throughout project development to March 2014, in preparation for the public review of the EA/DEIR, the City of Santa Ana conducted outreach to the Downtown businesses. The City's multi-lingual outreach team conducted door-to-door visits to approximately 230 businesses in the Downtown area, including approximately 156 businesses along 4th Street. The purpose of the outreach was to share key information with Downtown business and property owners about the SA-GG Fixed Guideway Project, inform them about the upcoming release of the EA/DEIR, document questions and input, and provide business owners with appropriate contact information for additional follow-up. A "Sorry We Missed You" letter and information packet was also prepared and left behind for business owners who were not available during the initial visit. The letter offered a briefing with the outreach team to review the project information packet.

Regarding public outreach to potentially affected business owners along 4th Street, extensive efforts were conducted to involve the public and stakeholders in the successful planning for the implementation of a streetcar along the alignment and through the Downtown area. Prior to the release of the EA/DEIR, numerous meetings were held with stakeholders throughout the Study Area to obtain input and provide updates on the SA-GG Fixed Guideway Project. Community meetings were held with the Lacy neighborhood, the French Park neighborhood, the Santiago Lofts Homeowners Association, the Santa Ana Senior Center, and many other stakeholders. Stakeholder

comments were collected and recorded at each meeting. In addition, a series of Stakeholder Working Group meetings were held to involve key business people and leaders in the community. Below is a list of organizations which received presentations on the proposed project:

- French Park Association
- Kennedy Commission
- Santa Ana Collaborative for Responsible Development
- Santiago Lofts Homeowners Association
- Artesia Pilar Neighborhood Association
- Labor Union Members
- Federal Courthouse
- Santa Ana Senior Center
- Stakeholders Working Group
- Santa Ana City Council
- Santa Ana Restaurant Association
- Templo Calvario
- State Appellate Court
- Orange County Superior Court
- Rancho Santiago Community College District Board of Trustees
- Lacy Neighborhood
- SARTC Community Meeting to discuss the Santa Ana Train Station
- Board of Directors, Santa Ana Merchants Association
- Downtown Inc
- Santa Ana Merchants Association
- Santa Ana Unified School District
- Stakeholders Working Group Advisory Committee
- One-on-one briefings with 140 Downtown Businesses
- Santa Ana City College
- Railway Association of Southern California
- Santa Ana Unified School District Board
- Orange County Transportation Authority (OCTA)
- Everest College/Corinthian College
- Santa Ana Resource Network
- Orange County Business Council
- Orange County Transportation Authority Transportation 2020 Committee
- Federal Transit Administration
- California Public Utilities Commission staff
- County of Orange Supervisors and staff

In accordance with CEQA and NEPA regulations, the Notice of Availability of the EA/DEIR for public review was filed and posted at the Orange County Clerk-Recorder's Office in compliance with PCR Sections 21080.4 and 21092; advertised in the local newspaper; flyers were distributed at every community center in the City of Santa Ana; outreach was also conducted via social media; and a press release was covered by at least three different news organizations. Although not required under CEQA or NEPA regulations, available data from County Assessor and City property records were used to establish a list of property owners and tenants within 500 feet of the alignment. There were 3,796 postcards delivered to property owners, business owners, tenants, and residents related to EA/DEIR availability for public review. Hard copies of

the notifications and document were also made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk's Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA), as well as online on the City of Santa Ana website.

Response 8-4

As shown in Figure 3.3-2 on page 3-20 of the EA/DEIR, none of the alternatives would result in the full acquisition of property or the displacement of residents and tenants within the referenced Santa Anita Neighborhood directly behind the Willowick Golf Course. Near the Santa Anita Neighborhood, the proposed alignment would be constructed entirely within the PE ROW and no residents would be displaced within this area. It is not anticipated that the proposed project would affect existing vacant properties and the increased accessibility upon implementation of the proposed project is not anticipated to cause future property vacancies.

Response 8-5

The following response directly relates to each of the points the commenter made regarding (1) lack of inclusion in the planning process, (2) questionable objectives for specified project, (3) project costs, (4) disruptive construction, vacant properties, displacement, and (5) public safety issues.

(1) Lack of inclusion in the planning process. See Response 8-1 regarding public outreach. Specific outreach efforts were conducted to include communities of EJ concern, particularly Limited English Proficiency (LEP) communities, in the planning process. The following activities were conducted specifically to ensure participation from communities of EJ concern, per requirements under Executive Orders 12898 and 13166:

- Identifying and meeting with environmental justice stakeholders, including Templo Calvario, neighborhood associations, community groups, and senior centers.
- Established a project information hotline with outgoing messages in English and Spanish.
- Translated and submitted notices for publication in the following local Spanish language newspapers:
 - Excelsior (Spanish language weekly of the Orange County Register on May 24, 2010)
 - Miniondas (June 3, 2010)
- Conducted visits by a multi-lingual outreach team to approximately 230 Downtown businesses, including approximately 156 along 4th Street to provide information about the project, the upcoming release of the EA/DEIR, and contact information for additional follow-up.

(2) Questionable objectives for specified project. The proposed project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. The proposed project's objectives are derived from the need for transportation improvements in the Study Area, which address a variety of community issues. The identification of these needs and corresponding goals and objectives are stated in Table 1-1 on page 1-14 of the EA/DEIR.

(3) **Project costs.** Comparative costs were presented in Table ES-1 on page ES-15 of the EA/DEIR, and shown below, to allow for public input and for consideration by the decision-makers prior to taking any action on the proposed project.

TABLE ES-1: PRELIMINARY CAPITAL COST ESTIMATES (IN 2011 \$1,000,000)		
Alternative	Low	High
TSM	\$14.5	
Streetcar 1	\$197.4	\$209.7
Streetcar 2	\$217.0	\$228.1
IOS-1	\$146.5	\$158.8
IOS-2	\$166.2	\$177.2

Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.

Streetcar Alternatives 1 and 2 include the same two design options for the maintenance facility and the facilities proposed to be constructed on each of these sites are identical. The cost difference between the options is approximately \$11 million, and is related to the estimated cost to acquire the right-of-way. Operations & Maintenance Facility Site A would cost approximately \$37.4 million and Operations & Maintenance Facility Site B would cost approximately \$26.4 million.

Operations & Maintenance cost projections are important for assessing cost effectiveness and to conduct financial planning. The TSM bus costs were estimated based on current transit cost information provided by OCTA. The Operations & Maintenance cost projections for the streetcar alternatives were based on operating cost per revenue hour derived from historical Portland and Seattle bus-to-streetcar Operations & Maintenance cost per revenue vehicle hour ratios. These ratios were averaged and applied to the OCTA bus cost per revenue vehicle hour. The estimated Operations & Maintenance cost for each build alternative is summarized in **Table ES-2** on page ES-16 and shown below.

TABLE ES-2: ANNUAL O & M COST ESTIMATES				
	TSM	TSM - SARTC to Harbor Route Only	Streetcar Alternative 1	Streetcar Alternative 2
Annual Revenue Miles	1,061,590	419,120	332,015	363,459
Annual Revenue Hours	105,664	35,152	26,364	32,656
Peak Vehicles	22	8	6	7
Annual O & M Costs	\$13,282,258	\$5,100,000	\$4,933,284	\$6,110,656
Cost Per Revenue Mile	\$12.51	\$12.07	\$14.86	\$16.81
Cost Per Revenue Hour	\$125.70	\$143.94	\$187.12	\$187.12

Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.

(4) Disruptive construction, vacant properties, displacement. Construction details and associated impacts are discussed on page 3-197 of the EA/DEIR. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during business operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime or weekend work. It is not anticipated that the proposed project would affect existing vacant properties. The proposed project does not include a land use development component other than the maintenance facility.

Acquisitions requiring displacement would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). Acquisitions related to the build alternatives are shown in Table 3.3-5 on page 3-23 of the EA/DEIR and shown below. The proposed project would result in three full acquisitions and six partial acquisitions; Streetcar Alternative 2 would result in six full and ten partial acquisitions; IOS-1 would result in four full and two partial acquisitions; and IOS-2 would result in five full and six partial acquisitions. The amount and type of private property acquisitions were found to result in less-than-significant impacts.

(5) Public safety issues. Modern streetcars operate similar to buses in city streets, moving with the flow of traffic and allowing passenger pick-up and drop off at designated stops. Public outreach and education programs would be offered to familiarize local residents and business owners with the new streetcar system.

In addition, the system would be required to meet the federal requirements of 49 CFR Part 659 and State requirements of California Public Utilities Commission (CPUC) General Order 164D. These regulations require fixed guideway systems to establish system safety and security programs. Based on the establishment of the safety and security programs, hazards and security threats would be minimized. In addition, CPUC must certify that the project is safe and secure before the project can be placed in revenue service. Following construction, the project would be operated in accordance with OCTA standard operating procedures, operator rules, and the emergency plan. The EA/DEIR analyzed potential public safety impacts and addressed safety concerns associated with schools; Mitigation Measures **SAF1** through **SAF6**, identified in Section 3.15.3 on page 3-195 of the EA/DEIR, would be implemented as part of the project. These measures include lighting, fencing, signage and education delivered to students and parents to warn of potential hazards. The EA/DEIR found that with implementation of mitigation measures, no adverse safety impacts would occur.

The last portion of the comment requested an equity assessment for the proposed project. An EJ analysis, which identifies minority and low-income populations and evaluates whether the adverse effects of the proposed project would disproportionately burden these vulnerable populations, was included in Section 3.5 of the EA/DEIR. This analysis was completed using prescribed methodology by the FTA, which was developed in response to Executive Order 12898 and is consistent with U.S. Department of Transportation (USDOT) Order 56102(a) and FTA Circular 4703.1. In determining the adverse effects, the project must consider both short-term and long-term consequences and weigh them against the benefits of the proposed project.

As shown in Table 3.5-2 on page 3-49 of the EA/DEIR, and presented below, all of the communities within the Study Area are considered EJ populations. The communities closest to the alignment would benefit the most from increased accessibility and connectivity but would be subject to temporary construction effects. Section 3.5.2.3 of the EA/DEIR provides a detailed evaluation of the potential EJ effects for each community within the Study Area. Additional detail is provided in the Community Impact Assessment, which is included as Appendix C of the EA/DEIR.

The EA/DEIR determined that the proposed project would have no adverse health and environmental effects related to land use, visual quality, cultural resources, geotechnical conditions, hazardous materials, hydrology, traffic, noise and vibration, air quality and greenhouse gases, and safety and security.

Transportation effects from the project are expected to be beneficial because of the improved accessibility and connectivity provided by the new transit service. The benefits to transit users would include improved access to employment and activity centers. The proposed project would distribute station amenities, parking, improved jobs and housing access, and other beneficial project features.

Construction activity would occur along the project alignment and at stations and staging areas, which would affect all communities along the alignment equally. These effects are described in Response 8-1 and in more detail in Section 3.16 on page 3-197 of the EA/DEIR. Transit service is meant to serve where the demand is greatest, and these areas are often have more development intensity are likely to be affect by construction activity. However, these short-term construction effects would be outweighed by the long-term permanent beneficial impacts that would affect EJ populations.

Since the EJ communities within the Study Area would be the primary recipients of the benefits of the project, there would not be a denial in the receipt of benefits to minority and low-income populations.

Response 8-6

The Declaration of Opposition from 12 business owners for the same reasons as stated in the above comments was forwarded to the decision makers for consideration.

TABLE 3.3-5: ACQUISITIONS RELATED TO BUILD ALTERNATIVES

Street Address	APN	Type of Acquisition	Current Use	Parcel Size (Square Feet)	Assessed Tax /b/
STREETCAR ALTERNATIVE 1					
1035 E. 4 th St., SA (O & M Site A Only)	398-342-12	Full	Recycling Facility	95,832	\$29,077.96
2006 W. 5 th St., SA (Mailing Address) (O & M Site B Only)	007-110-17	Full	Multi-Family Residential	22,294	\$752.59
2006 W. 5 th St., SA (Mailing Address) (O & M Site B Only)	007-100-04	Full	Recycling Center	37,260	\$5,317.27
2006 W. 5 th St., SA (Mailing Address) (O & M Site B Only)	007-100-05	Full	Recycling Center	44,989	\$6,420.09
3526 Westminster Ave., SA	198-091-55	Partial	Chief Eagle Building Materials	1,088	\$13,237.09
1424 N. Susan St., SA	198-211-01	Partial	Simis Precision Machining	300	\$5,213.40
2234 W. 9 th St., SA	004-153-01	Partial	Single-Family Residential	650	\$3,021.10
811 N. Fairview St., SA	004-153-18	Partial	Commercial	100	\$11,125.60
1503 W. Santa Ana Blvd., SA	405-062-05	Partial	Commercial	300	EXEMPT
625 N. Garfield St., SA	398-313-01	Partial	Vacant Lot	300	\$1,938.30
STREETCAR ALTERNATIVE 2					
701 N. Main St., SA	398-231-08	Full	Burger King	18,719	\$13,013.04
1035 E. 4 th St., SA (O & M Site A Only)	398-342-12	Full	Recycling Facility	95,832	\$29,077.96
2006 W. 5 th St., SA (Mailing Address) (O & M Site B Only)	007-110-17	Full	Multi-Family Residential	22,294	\$752.59
2006 W. 5 th St., SA (Mailing Address) (O & M Site B Only)	007-100-04	Full	Recycling Center	37,260	\$5,317.27
2006 W. 5 th St., SA (Mailing Address) (O & M Site B Only)	007-100-05	Full	Recycling Center	44,989	\$6,420.09
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811 N. Fairview St., SA	004-153-18	Partial	Commercial	100	\$11,125.60
1503 W. Santa Ana Blvd., SA	405-062-05	Partial	Commercial	300	EXEMPT
801 W. Civic Center Dr., SA	005-142-55	Partial	Office	1,100	\$201,118.04
821 N. Van Ness Ave., SA	005-144-32	Partial	Parking Lot	580	\$7,750.76
801 N. Broadway, SA	005-184-10	Partial	School/Office	730	EXEMPT
602 E. 6 th St., SA	398-333-01	Partial	Vacant Lot	360	\$7,302.45
610 N. Santiago St., SA	398-352-06	Partial	Austin Hardwoods and Hardware	1,500	\$46,320.21

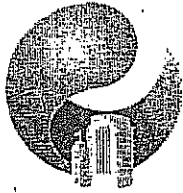
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Street Address	APN	Type of Acquisition	Current Use	Parcel Size (Square Feet)	Assessed Tax /b/
10S-1					
1035 E. 4 th St., SA (O & M Site A Only)	398-342-12	Full	Recycling Facility	95,832	\$29,077.96
2006 W. 5 th St., SA (Mailing Address) (O & M Site B Only)	007-110-17	Full	Multi-Family Residential	22,294	\$752.59
2006 W. 5 th St., SA (Mailing Address) (O & M Site B Only)	007-100-04	Full	Recycling Center	37,260	\$5,317.27
2006 5 th St., SA (Mailing Address) (O & M Site B Only)	007-100-05	Full	Recycling Center	44,989	\$6,420.09
1503 W. Santa Ana Blvd., SA	405-062-05	Partial	Commercial	300	EXEMPT
625 N. Garfield St., SA	398-313-01	Partial	Vacant Lot	300	\$1,938.30
10S-2					
701 Main St., SA	398-231-08	Full	Burger King	18,719	\$13,013.04
1035 4 th St., SA (O & M Site A Only)	398-342-12	Full	Recycling Facility	95,832	\$29,077.96
2006 W. 5 th St., SA (Mailing Address) (O & M Site B Only)	007-110-17	Full	Multi-Family Residential	22,294	\$752.59
2006 W. 5 th St., SA (Mailing Address) (O & M Site B Only)	007-100-04	Full	Recycling Center	37,260	\$5,317.27
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602 6 th St., SA	398-333-01	Partial	Vacant Lot	360	\$7,302.45
610 Santiago St., SA	398-352-06	Partial	Austin Hardwoods and Hardware	1,500	\$46,320.21

/a/ Values derived from the Orange County Assessor 2011-2012 Secured Assessment Roll.

/b/ Calculated using 1.10663 (2011-2012 Property Tax Rate).

Source: Cordoba Corporation, 2012.



SABC

SANTA ANA BUSINESS COUNCIL, INC. PM 4: 37

Promoting Business and Community

CITY OF SANTA ANA
CLERK OF COUNCIL

SANTA ANA BUSINESS COUNCIL, INC.
400 East Fourth Street Suite 7
Santa Ana, CA 92701
Phone: (714) 743-6342
Fax: (714) 972-2654
e-mail: claudiaarellanes55@hotmail.com
www.sabcinc.com

DECLARATION OF OPPOSITION

STATEMENT OF OPPOSITION TO SANTA ANA 'S PREFERED OPTION" ON THE
FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

NAME	BUSINESS NAME
1 Shahram Makhani	Telas Fabric
2 Laura Fabilla Diaz	Servi Centro
3 Guillermina Madriles	Mina Bridal
4 Manuel Peña	Manuel J. Peña Consulting
5 Ceballos Fernando	CW Cellular Inc.
6 Raul Alvarez	Alvarez Check Cashing
7 Tomas Valenzuela	Bandalero Bookd
8 Inhee Cha	Tila, LLC
9 Inhee Cha	Downtown J & L
10 Won Cha	Pinetree Lending
11 Walter W Cha	AMDS Metal

9-1



SANTA ANA BUSINESS COUNCIL, INC.
400 East Fourth Street Suite 7
Santa Ana, CA 92701
Phone: (714) 743-6342
Fax: (714) 972-2654
e-mail: shahid@allnet.com
www.sabbc.com



SANTA ANA BUSINESS COUNCIL, INC.
400 East Fourth Street Suite 7
Santa Ana, CA 92701
Phone: (714) 743-6342
Fax: (714) 972-2654
e-mail: shahid@allnet.com
www.sabbc.com

June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years,
construction of a fixed guide way project on Fourth Street will cause a contraction in
spending in the Fourth Street corridor which over the course of the construction will
result in a cumulative decline in aggregate demand for the products currently sold by
merchants on this street. This will severely test businesses in a time when the economy
has already slowed. The fact that the city has proposed this as the "preferred route" raises
many questions as to whether this projected plan is in fact a marker of sorting, and has re-
minded business owners on Fourth Street of previous attempts made by the city since
1985 to agitate long standing businesses along this street. For this reason this is a letter of
opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: Tela's Fabric
Printed Name: SHAHRAM MAKHANI
Signature: Makhani
Address: 114 E. 4th St. Santa Ana 92701
Telephone: (714) 835-8678

9-1
cont.



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June 27, 2014

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1985 to agitate long standing businesses along this street. For this reason this is a letter of
opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: SERVI CENTRO
Printed Name: Laura Fabiola Diaz
Signature: Laura Fabiola Diaz
Address: 114 W. 4th St. Santa Ana CA 92701
Telephone: (714) 572-0215

9-1
cont.



SABC
SANTA ANA BUSINESS COUNCIL, INC.
Promoting Business and Community

SANTA ANA BUSINESS COUNCIL, INC.
400 East Fourth Street Suite 7
Santa Ana, CA 92701
Phone: (714) 743-0342
Fax: (714) 972-2654
e-mail: claudia@sbacinc.com
www.sbacinc.com

PK 4: 50

June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
TO GARDEN GROVE

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Sincerely,

Business Name: NINA BERDAL
Printed Name: SOULBERGIA NISORIKES
Signature: [Handwritten Signature]
Address: 113 W. 4th St. S.A.
Telephone: _____

9-1
cont.



SABC
SANTA ANA BUSINESS COUNCIL, INC.
Promoting Business and Community

SANTA ANA BUSINESS COUNCIL, INC.
400 East Fourth Street Suite 7
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www.sbacinc.com

PK 4: 50

June 27, 2014

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Sincerely,

Business Name: MARIEE D. RAY COACHING
Printed Name: [Handwritten Name]
Signature: [Handwritten Signature]
Address: 405 N. BROADWAY #E SANTA ANA, CA
Telephone: 714-290-5420

9-1
cont.



SABC
 SANTA ANA BUSINESS COUNCIL INC 7
Providing Excellence and Community

PH # 50
 949-441-1111
 www.sabcinc.com

SANTA ANA BUSINESS COUNCIL, INC.
 400 East Fourth Street Suite 7
 Santa Ana, CA 92701
 Phone: (714) 743-6542
 Fax: (714) 972-2654
 e-mail: sbad@sbainc.com
 www.sabcinc.com

June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
 Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
 OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
 TO GARDEN GROVE

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Sincerely,

Business Name: Cavalleras Inc.
 Printed Name: Ceballos Fernando
 Signature: Ceballos Fernando
 Address: 116 SOUTH ST. SA.
 Telephone: 714-973-0143

9-1
 cont.



SABC
 SANTA ANA BUSINESS COUNCIL INC 7
Providing Excellence and Community

PH # 50
 949-441-1111
 www.sabcinc.com

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 400 East Fourth Street Suite 7
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June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
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SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
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Sincerely,

Business Name: Alvarez Check Cashing
 Printed Name: Raul Alvarez
 Signature: Raul Alvarez
 Address: 116 SOUTH ST. SA.
 Telephone: 714-835-6801

9-1
 cont.



SABCF
SANTA ANA BUSINESS COUNCIL, INC.
Promoting Business and Community

SANTA ANA BUSINESS COUNCIL, INC.
400 East Fourth Street Suite 7
Santa Ana, CA 92701
Phone: (714) 743-6342
Fax: (714) 972-2654
e-mail: sabcf@business55@hotmail.com
www.sabcfinc.com

CITY OF SANTA ANA
COMMUNITY DEVELOPMENT DEPARTMENT

June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvallio, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
TO GARDEN GROVE

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Sincerely,

Business Name: Bandalero Books
Printed Name: Thomas Valenzuela
Signature: Thomas Valenzuela
Address: 116-A E 4TH ST
Telephone: 914-548-9708

9-1
cont.



SABCF
SANTA ANA BUSINESS COUNCIL, INC.
Promoting Business and Community

SANTA ANA BUSINESS COUNCIL, INC.
400 East Fourth Street Suite 7
Santa Ana, CA 92701
Phone: (714) 743-6342
Fax: (714) 972-2654
e-mail: sabcf@business55@hotmail.com
www.sabcfinc.com

CITY OF SANTA ANA
COMMUNITY DEVELOPMENT DEPARTMENT

June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvallio, Mayor Miguel Pulido,
Council Members & City Staff,

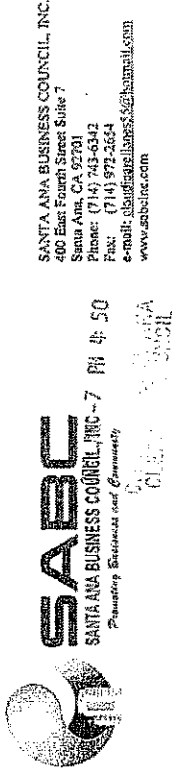
SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
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Sincerely,

Business Name: TILA, LLC
Printed Name: JANE CHA
Signature: Jane Cha
Address: 312 W 4TH ST SANTA ANA
Telephone: 714-907-2208



June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

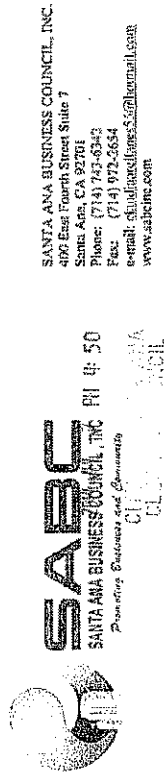
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Sincerely,

Business Name: PINETREE LENDING
 Printed Name: MON CHIA
 Signature: [Signature]
 Address: 314 W 4TH ST SANTA ANA
 Telephone: 714 - 647-0007

9-1 cont.



June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: DOWNTOWN J & L
 Printed Name: IN-TEE CHIA
 Signature: [Signature]
 Address: 314 W 4TH ST SANTA ANA
 Telephone: 714 - 647-0536



SANTA ANA BUSINESS COUNCIL, INC.
 Promoting, Encouraging and Community

SANTA ANA BUSINESS COUNCIL, INC.
 400 East Fourth Street Suite 7
 Santa Ana, CA 92701
 Phone: (714) 743-6843
 Fax: (714) 972-2654
 e-mail: claudia@sbac.org
www.sbacinc.com

June 27, 2014

7:50 PM

June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
 Council Members & City Staff,

**SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
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Sincerely,

Business Name: ANIDS METAL
 Printed Name: WALTER W CHIA
 Signature: Walter W Chia
 Address: 318 W 4TH ST SANTA ANA
 Telephone: 714-647-0029

Letter 9

Santa Ana Business Council, Inc. (SABC)
400 East 4th, Suite 7
Santa Ana, CA 92701

Response 9-1

The Declaration of Opposition from 11 business owners from the SABC, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

DECLARACION PUBLICA DE OPOSICION

2014 JUN -7 PM 11:37
 DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

CITY OF SANTA ANA
 CLERK OF COUNCIL

NAME	ADDRESS
1 Karla Cuevas	709 N. Figueroa st Santa Ana CA 92703
2 Art Santacruz	709 N. Figueroa st Santa Ana CA 92703
3 Villamar Ortiz	732 N. Figueroa st Santa Ana CA 92702
4 Ashley Brown	732 N. Figueroa st Santa Ana CA 92702
5 Maria Anza	713 N. Figueroa st Santa Ana CA 92703
6 Miguel Angel	606 1/2 Figueroa 92703
7 Maylin Mendoza	725 N. Figueroa st Santa Ana CA 92703
8 Hugo Martinez	803 N. Figueroa st Santa Ana CA 92703
9 Alvarez Regino	809 N. Figueroa Apt A Santa Ana CA 92703
10 Maximiliano Garcia	
11 Alejandro Escobar	3631 Hazard ave. Santa Ana CA 92703
12 Lorena Ramirez	3627 W. Hazard st Santa Ana CA 92703
13 Cinthya Perez	705 N. Figueroa st Santa Ana CA 92703
14 Lizzi Murtough	127 Madrid Tustin CA
15 Katherine Anza	713 N. Figueroa st Santa Ana CA 92703
16 Geraldine Arellano	710 N. Bewley st Santa Ana CA 92703
17 Clarissa Arellano	710 N. Bewley st Santa Ana CA 92703
18 Aurora Sandivia	725 N. Figueroa st Santa Ana CA 92703
19 Petra Salgado	807 N. Figueroa st Santa Ana CA 92703
20 Maria Hernandez	3631 Hazard st Santa Ana CA 92703
21 Enrique R.	3631 Hazard st Santa Ana CA 92703
22 Yesenia Canova	3638 W. 5th st Santa Ana CA
23 Nathalie Canova	3638 W. 5th st Santa Ana CA
24 Evangelina Romero	909 N. Jackson st
25 Manuel Topete	623 N. Figueroa st Santa Ana CA 92703
26 Imelda Salgado	623 N. Figueroa st Santa Ana CA 92703
27 Jose Ochoa	602 N. Figueroa st Santa Ana CA 92703
28 Virginia Ochoa	602 N. Figueroa st Santa Ana CA 92703
29 David Inga	1225 Carlton Place Santa Ana CA 92707
30 Patrick Douphy	1225 Carlton Place Santa Ana CA 92707
31 Cesar Gonzalez	714 N. Figueroa st Santa Ana Ca 92703
32 Francisco Salgado	718 N. Figueroa st Santa Ana CA 92703
33 Lesley Ramos	718 N. Figueroa st Santa Ana CA 92703
34 Sergio Diaz	718 N. Figueroa st Santa Ana CA 92703
35 Maria Salgado	718 N. Figueroa st Santa Ana CA 92703
36 Ciro Salgado	718 N. Figueroa st Santa Ana CA 92703
37 Adelfa Najera	718 N. Figueroa st Santa Ana CA 92703
38 Irma Lopez	730 N. Figueroa st Santa Ana CA 92703
39 Monse Perez	610 N. Figueroa st Santa Ana CA 92703

10-1

CONTRA LA OPOSICIÓN

June 2, 2014

SUBJECT: CONTRA LA OPOSICIÓN DE EL PROYECTO AL TRAFICO QUE AFECTARA A RESIDENTES Y NEGOCIOS DE LA AREA DE SANTA ANITA EN LA CIUDAD DE SANTA ANA

Estamos en contra de este proyecto al tránsito (Santa Ana/Garden Grove Fixed Guideway Project) por esta razones 1.) No incluyendo a toda la comunidad 2.) Los objetivos cuestionables, 3.) Costo de el proyecto, 4.) Desplazamiento 5.) Seguridad de la salud del público. Esta declaración también requiere una valoración de equidad del proyecto (Equity Assessment) este iniciado. Es una iniciativa de parte de la orden del gobierno de los Estados Unidos 12898 (1994) considerando las preocupaciones al respecto que afectan las comunidades de bajos recursos y la minoría.

10-1
cont.

TRANSLATION:
AGAINST THE OPPOSITION

June 2, 2014

SUBJECT: OPPOSITION TO THE TRANSIT PROJECT THAT WOULD AFFECT THE RESIDENTS AND BUSINESSES IN THE SANTA ANITA NEIGHBORHOOD IN THE CITY OF SANTA ANA

We are opposed to the Santa Ana/Garden Grove Fixed Guideway Project for the following reasons: 1.) Lack of community inclusion, 2.) Questionable objectives, 3.) Project costs, 4.) Displacement, 5.) Public safety issues. This statement also requests an Equity Assessment be done on the project. This requirement for an equity analysis was initiated by the U.S. Executive Order 12898 (1994) that considers the effects of the government's activities on minority and low-income populations.

Nombre	Firma	Domicilio	Comento	Fecha
Karla Cuevas		709 N. Figueroa St Santa Ana, CA 92703		7/4/14
ART SANTIAGO		709 N. FIGUEROA ST. SANTA ANA, CA 92703		7/4/14
William Ortiz		732 N FIGUEROA ST SANTA ANA CA 92703		7/4/14
Ashtley Brown		732 N. FIGUEROA ST SANTA ANA CA 92703		7/4/14
Maria Anza		713 N FIGUEROA ST Santa Ana CA 92703		7/4/14
Miguel Angel		606 1/2 FIGUEROA 92703		7-4-14
Effrigel Atila		723 N FIGUEROA ST Santa Ana 92703		7-4-14
Juan Antonio Ramirez		725 North Figueroa St. Santa Ana 92703		7-4-14
Hugo Martinez		803 N. Figueroa st		7-4-14
ALVAREZ		804 N Figueroa Apt 4		7/4/14
Maximiliano Garcia				7/4/14
Alejandro Escobar		3631 Hazard Av. 92703		7-4-14
Stefan Llanos		3631 Hazard Ave 92703		7/4/14
Lorena Ramirez		3627 W Haz. Ave 92703		7/4
Cynthia Perez		705 N. Figueroa St Santa Ana CA 92703	We need community involvement	7/6/2014

Nombre	Firma	Domicilio	Comento	Fecha
Lizet Murtough	<i>Lizet Murtough</i>	127 Madrid Tustin CA		7/3/14
Katherine Anza	<i>Katherine Anza</i>	713 N Figueroa St		7/4/14
Gerardine Avellan	<i>Gerardine Avellan</i>	710 N Bewley St	youth	7/4/14
Clarissa	<i>Clarissa</i>	710 N Bewley St	youth	7/4/14
Aurora Sanabria	<i>Aurora Sanabria</i>	725 N. Figueroa St		7/4/14
Petra Salgado	<i>Petra Salgado</i>	807 N Figueroa St		7/4/14
Maria Adz	<i>Maria Adz</i>	3631 Hazard 92703		7/4/14
Evaque P.	<i>Evaque P.</i>	363 Hazard St		
Asernio Canova	<i>Asernio Canova</i>	3638 West 5th St	youth	7/4/14
Natalie Canova	<i>Natalie Canova</i>	3638 West 5th St	youth	7/4/14
Georgelina Poman	<i>Georgelina Poman</i>	909 N Jackson St		7/6/14

Nombre	Firma	Domicilio	Comento	Fecha
Manuel Topete		628 N. Figueroa St		July 3, 2014
EMELDA SALGADO		623 N.O.A. FIGUEROA		7-3-14
623 N.O.A., Agustín		618 N.F. BUENOS		7-3-14
JOSE F. OCHOA	José F. Ochoa	602 N. FIGUEROA ST	NO DESTROYED	7/23/14
UTY GARCIA	Uty Garcia	609 N. FIGUEROA ST	NO DESTROYED	7-3-14
David Inga	David Inga	1225 Carlton Place Ave ^{Santiago}		7-3-14
Patrick Murphy	Patrick Murphy	1225 Carlton Place St ^{1/2}		7-3-14
Monsieur Morin	Monsieur Morin	" "		
Printed Name	Signature	Address	Comment	Date
Cesar Gonzalez	Cesar Gonzalez	714 N. Figueroa St	Not sure	7-4-14
Francisco Salgado	Francisco Salgado	718 N. Figueroa St	NOT AVAILABLE	7-4-14
Lesley Ramos	Lesley Ramos	316 N. Figueroa St.	NO DESTRUCTION	7-4-14
SERGIO DIAZ	Sergio Diaz	718 N. Figueroa St	NO DESTRUCTION	7-4-14
MARIA DALCADO	Maria Dalgado	718 N. Figueroa St	NO DESTRUCTION	7-4-14
CIRO SALGADO	CIRO Salgado	718 N. Figueroa St A	NO DESTROYED	7-4-14
Adelfa Natas	Adelfa Natas	718 N. Figueroa St A		7-4-14
Ismael López	Ismael López	730-N. FIGUEROA		7-4-14

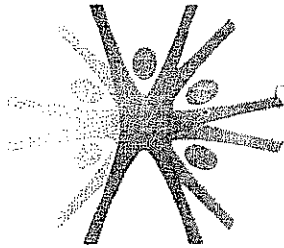
Nombre	Firma	Domicilio	Comento	Fecha
Printed Name	Signature	Address	Comment	Date
MOUSE	<i>Mouse</i>	610 N. FIGUEROA ST	youth	7/4/14

Letter 10

Declaration of Opposition from Various Individuals Residing on
N. Figueroa Street, W. Hazard Avenue, Madrid Avenue,
N. Bewley Street, W. 5th Street, N. Jackson Street, and Carlton Place

Response 10-1

The Declaration of Opposition from 39 individuals, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



2014 JUL -7 PM 1:09

CITY OF SANTA ANA
CLEAN AIR DIVISION
SAC-BA
SANTA ANA COMMUNITY
& BUSINESS ALLIANCE

Madeleine Spencer
333 East 9th # 303
Santa Ana, CA 92701
(714) 815-2653
Spenc110@mail.chapman.edu

July 7, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

DECLARATION OF OPPOSITION LETTERS IN RESPECT TO THE SANTA ANA GARDEN GROVE "PREFERRED OPTION" OF THE FIXED GUIDEWAY PROJECT

Dear City of Santa Ana,

Enclosed are a series of Letters of Opposition to the city's preferred option to the Santa Ana Garden Grove Fixed Guide-way Project. These documents representing more than one hundred businesses and residents in opposition to the project are being turned into the city staff as recommendations to be scanned and recorded for public review as comments on the EA/DEIR process submitted on July 7, 2014, prior to the 5:00pm deadline.

As of today Letters describing community opposition and request for an Equity Analysis have also been shared with:

- Wendy Knowles, OCTA
- Shawn Nelson, OCTA
- Pat Bates, OCTA
- John Moorlach, OCTA
- Janet Nguyen, OCTA
- Todd Spitzer, OCTA
- A. Murray, OCTA
- Mayor Tom Tait, OCTA
- Ruby Godinez Castellano, ETAC
- ETAC Board Members via Ruby

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If you have any questions or need further information, please feel free to contact me at (714) 815-2653 from 7am-7pm Monday through Friday or Saturday from 9am-3pm.

Sincerely,
Madeleine Spencer

2014 JUL -7 PM 1: 11

CITY OF SANTA ANA
COUNCIL OF COUNCIL

DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

NAME	ADDRESS	Telephone
1 Ginette Sanchez	310 N. Broadway st Santa Ana CA 92701	714-835-8585
2 Cirilo Martinez	2601 N. Grand Ave Santa Ana CA 92705	714-321-7139
3 Andrew Ramos	450 E. 4th st 401 Santa Ana CA 92701	714-654-3926
4 Jose Llanos	450 E. 4th st 408 Santa Ana CA 92701	714-285-7982
5 Ismael Becerril	450 E. 4th st 303 Santa Ana CA 92701	714-910-0080
6 Isidro Acosta	450 E. 4th st 304 Santa Ana CA 92701	949-697-0341
7 Juan Sanchez	450 E. 4th st 311 Santa Ana CA 92701	
8 Crecencio Martinez	450 E. 4th st 311 Santa Ana CA 92701	714-862-6074
9 Raul Hernandez	450 E. 4th st 303 Santa Ana CA 92701	
10 Hanadi Roman	2330 N. Grand ave Santa Ana CA 92705	714-496-6463
11 Jose Roman	2330 N. Grand ave Santa Ana CA 92705	714-417-5356
12 Evander Aguirre	112 French st Santa Ana CA 92701	
13 Cuahutemoc Sanchez	112 French st Santa Ana CA 92701	
14 Araceli Kantu	1112 French st Santa Ana CA 92701	714-376-5950
15 Angela Garcia	1108 French St Santa Ana CA 90701	
16 Angela Mejia	113 French st Santa Ana CA 92701	714-574-1423
17 Carmen Ortega	922 Toddy st Santa Ana CA 92707	714-768-8194
18 Maria Perez	450 E. 4th st 127 Santa Ana CA 92701	714-395-1901
19 Yolanda Aguirre	1114 N. French st Santa Ana CA 92701	714-574-1352
20 Consuelo Blanco	2330 N. Grand ave Santa Ana CA 92705	714-417-5356
21 Edlyn Salazar	250 Carriage Dr Santa Ana CA 92707	714-642-4555
22 Mari Carmen Valencia	1714 N. Westwood ave Santa Ana CA 92706	714-835-2971
23 Javier Galvez	1718 Missin Rd Tustin CA 92780	909-319-0694
24 Edith Hernandez	5410 W 5th st Santa Ana CA 92701	714-780-0030
25 Sergio Ortega	511 E Lacy st Santa Ana CA 92701	714-787-8237
26 Teresa Andrade	502 E. Mortimer apt A Santa Ana CA 92701	714-410-0050
27 Cristina Moreno	305 S Cypress spt C Santa Ana CA 92701	714-835-2160
28 Praxedes Bernal	450 E. 4th st 304 Santa Ana CA 92701	714-248-3216
29 David Rey Resendiz	1434 S. Raitt apt 7 Santa Ana CA 92704	714-467-1086
30 Jose Olivares	311 Oak st Santa Ana CA 92701	714-610-0442
31 Leonardo Moreno Navarro	26451 Via Gaviota Mission Viejo CA 92691	949-306-2920
32 Oscar Hurtado	703 W. Washington ave # 206 Santa Ana CA 92701	714-727-7262
33 Juan Sacche	505 E. Pine st Santa Ana CA 92701	714-851-1538
34 Hugo Rojas Hernandez	34052 Donew Park CA	949-201-5641

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CITY OF SANTA ANA
COUNCIL

DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

NAME	ADDRESS	Telephone
35 Jose Hernandez	3000 Hermelinda Santa Ana CA 92707	714-495-2443
36 America Najera	1910 WS. Van Ness Santa Ana CA 92707	
37 Marco Zeferino	810 S Cedar st Santa Ana CA 92701	
38 Araceli Robles	601 E. 5th st # B Santa Ana CA 92701	714-659-7081
39 Rigoberto Robles	601 E. 5th st # B Santa Ana CA 92701	714-659-7081
40 Luis E. Robles	601 E. 5th st # B Santa Ana CA 92701	714-659-7095
41 Apolonio Cortes	946 Chesnut Santa Ana CA 92703	714-631-0161
42 Nancy Mejia		562-213-2513
43 Laura Pantoja	4823 W 5th st Santa Ana CA 92703	714-866-1251
44 Edward Garza	11181 Cherry Hills Dr Santa Ana CA 92705	714-317-3969
45 Jeff Merrick	11171 Cherry Hills Dr. Santa Ana CA 92705	526-522-4241
46 Pat Aliso	775 Havana Ave Long Beach	562-833-8035
47 Cinthya Sanchez	12216 Fineview St El Monte CA 91733	714-306-8766
48 Elva Navarrete	408 E. Civic Center Dr. #304 Santa Ana CA 92701	714-643-4483
49 Yohana Rojas	408 E. Civic Center Dr. #301 Santa Ana CA 92701	714-972-6237
50 Venancio Chavez	408 E. Civic Center Dr. #115 Santa Ana CA 92701	714-836-0237
51 Angelica Flores	408 E. Civic Center Dr. #113 Santa Ana CA 92701	909-827-2080
52 Arnold W	408 E. Civic Center Dr. Santa Ana CA 92701	
53 Luis Pantoja	408 E. Civic Center Dr. # 107 Santa Ana CA 92701	714-542-3471
54 Juan Carlos Macedo	946 W Chestnut Ave. Santa Ana CA 92703	714-650-2109
55 Javier Roman	810 N. Garfield st # 4 Santa Ana CA 92701	714-395-2297
56 Jonathan Lizarraga	810 N. Garfield st # 1 Santa Ana CA 92701	714-610-22-57
57 Gavino Mendez		714-552-9418
58 Miguel Angel Macedo	946 W. Chestnut ave Santa Ana CA 92703	714-235-5327
59 Yanet Castaneda	946 W. Chestnut ave Santa Ana CA 92703	714-478-7379
60 Juan Vergara	800 Garfield # 3 Santa Ana CA 92701	
61 Jose E. Vega	408 E. Civic Center Dr. # 301 Santa Ana CA 92701	714-417-5090
62 Abraham Hernandez	1er st Santa Ana CA 92701	714-417-2460
63 Jorge Cabrera		714-925-3477
64 Mario Martinez	Washintong y main	714-397-6688
65 Juanita Hernandez		714-296-4474
66 Maria Guadalupe Diaz	1001 N. Parton st # 8 Santa Ana CA 92701	714-558-3837
67 Nohemi Gonzalez		714-760-1477
68 Jose Elias Gonzalez	1007 N. Parton Santa Ana CA 92701	714-460-1660

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cont.

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CITY OF SANTA ANA
CITY COUNCIL

DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

NAME	ADDRESS	Telephone
69 Isidora Espinoza		714-834-0680
70 Felipe Chavez		714-550-0591
71 Victor Guerrero		714-571-9924
72 Crecencio Reyes		714-209-6662
73 Angie Tapia	815 E. Civic Cewnter Santa Ana CA 92701	714-704-0458
74 Francisca Trujillo	810 Garfield st # 6 Santa Ana CA 92701	714-805-2854
75 Rufino Tochihuitl		714-323-3472
76 Teresa Mendez		714-615-9590
77 Jaime Mendez		714-541-2304
78 Estela Tejada	1314 W 12th st Santa Ana CA 92701	714-760-6851
79 Victoria garcia	11731 Wasco Rd. Garden Grove CA 92841	714-725-9881
80 Moices Vasquez	1009 N Spurgeon St Santa Ana CA 92701	714-791-3504
81 Rosa E. Ubach	605 E. Washington Ave Santa Ana CA 92701	714-404-2094
82 Maria Perez		714-381-7627
83 Esperanza Ramirez	2032 Orange St Santa Ana CA 92701	714-574-0264
84 Adrian Brindis	1321 N. Durant st Santa Ana CA 92706	714-574-4177
85 Celene Ponce	112 E. Edinger Ave Santa Ana CA 92707	714-605-8472
86 Soledad Gomez	1725 Ocho Ave. Laguna Beach CA 90804	714-794-4770

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cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION REFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavaasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusion Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no tambien se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas danos en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusion del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del analisis para el transporte ignatario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupacion RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Proxenos Bernal

Firma: [Signature]

Domicilio: 450 E. 14th St # 201 Santa Ana, CA. 92701

Telefono: (714) 248-3216

TRANSLATION:

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

SUBJECT: I DECLARE MY OPPOSITION TO THE "PREFERRED OPTION" OF THE STREETCAR THAT THE CITY OF SANTA ANA PROPOSED TO CONNECT TO GARDEN GROVE

Dear Residents of the City of Santa Ana,

City Manager David Cavaasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Member & City Staff,

We are opposed to this project for the following reasons:

- 1) Social exclusion
- 2) Questionable objectives
- 3) Population classification
- 4) Disruptive construction, vacant properties, displacement
- 5) Public safety issues

This statement of opposition not only opposes the alignment of the project but also requests that an Equity Assessment be done to mitigate further affects in the rest of the City in relation to:

- 1) Unequal investment
- 2) Borders
- 3) Invisibilization
- 4) Spatial homogeneity
- 5) Exclusion of governance
- 6) Serial displacement
- 7) Social disintegration, all the injuries that would be caused by further sorting in the City of Santa Ana

The requirement for a transport equity analysis was initiated by the U.S. Executive Order 12898 (1994) that considers the effects of the government's activities on minority and low-income populations.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
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- 5) Cuestiones de Seguridad Pública

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- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Destigmatización Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12398 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: David Rey Resendiz

Firma: David Resendiz

Domicilio: 1434 S. PELL. OF. 7 Santa Ana, CO. 92704

Teléfono: 714.467.1286

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Jose S. Jimenez

Firma: Jose S. Jimenez

Domicilio: OK ST 3115 SANTA ANA 92701

Teléfono: 714 610 0442

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: LEOPARDO MORENO NAVARRO

Firma: [Signature]

Domicilio: 26451 VIA SAVALOTA MISSION VIEJO CA 92691

Telefono: (949) 306-2920

Vengo a hacer mis compras a la calle #477,

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Osacar Hernandez

Firma: [Signature]

Domicilio: 203 W Washington Ave 7205 Santa Ana, CA.

Telefono: (714) 227-7262

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Miguel J. Sanchez

Firma: Miguel J. Sanchez

Domicilio: 505 F Pine St Santa Ana, CA 92701

Telefono: 714 851-1538

VENSO SEGUIDO A COMPANY CALLE 4TH ST

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cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Hugo Rojas Hernandez

Firma: Hugo Rojas

Domicilio: 24052 Bohemny park

Telefono: 949 2015641

Vengo seguido acer mys compas
CN SAN ANA

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cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:20

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre:

Firma:

Domicilio:

Telefono:

Sime de Sanchez
Sime de Sanchez
 310 N. Broadway
 714-635-8585

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cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:20

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Atentamente,

Nombre:

Firma:

Domicilio:

Telefono:

Erin Martin
 Erin Martin
 2601 N. GRAND AVE
 SANTA ANA, CA 92705
 (714) 321-7139

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 11:30

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA Y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: ANDREW RAMOS

Firma: [Signature]

Domicilio: 450 5TH ST #401 SA CA 92701

Telefono: (714) 651-2926

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 11:30

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Jose Llanos

Firma: [Signature]

Domicilio: 450 FAY ST # 908

Telefono: SANTA ANA CA
714-285-7982

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 11:30

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre:

Firma:

Domicilio:

Teléfono:

Ismael Baena
 Ismael Baena
 450 E. 47th St. #503
 Santa Ana, CA 92705

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 11:30

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre:

Firma:

Domicilio:

Teléfono:

Isidro Acosta
 Isidro Acosta
 450 E. 47th St. #304
 Santa Ana CA
 949-697-0741

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:30

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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- 3) Clasificación de la Población.
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- 5) Cuestiones de Seguridad Pública

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Atentamente,

Nombre: JUAN SAUCHEZ

Firma: JUAN SAUCHEZ

Domicilio: YSO E 4th St Apt # 301

Telefono: _____

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:30

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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- 3) Clasificación de la Población.
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Atentamente,

Nombre: CRESCECIO MARTINEZ

Firma: CRESCECIO MARTINEZ

Domicilio: YSO E 4th St Apt # 1311

Telefono: 714 862 0074

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

7:00 PM - 7:58 PM

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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- 5) Cuestiones de Seguridad Pública

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Atentamente,

Nombre:

Firma:

Domicilio:

Telefono:

Luis Miguel Pulido
 430 E. 4th St 303
 Santa Ana CA 92701

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

7:00 PM - 7:58 PM

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre:

Firma:

Domicilio:

Telefono:

Harmon Roman
 Harmon Roman
 2330 N. Grand Pk. Santa Ana, CA. 92705
 714-496-6463

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 11:31

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Jose Roman

Firma: Jose Roman

Domicilio: 2330 N. Grand Ave.

Telefono: 714-417-5356

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 11:31

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Eduard Aguir

Firma: Eduard

Domicilio: 1112 French Santo Anna CA. 92701

Telefono: _____

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

7011 W. -7 PM 11:31

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO. QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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- 2) Fronteras
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Atentamente,

Nombre: Cuadremac Reyes

Firma: [Signature]

Domicilio: 112 French st Apt A Santa Ana CA 92701

Telefono: Yo compro en la 4

11-2 cont.

75A-146

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

7011 W. -7 PM 11:31

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO. QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Azrael Kandi

Firma: [Signature]

Domicilio: 112 French st Santa Ana CA 92701

Telefono: 714 336 5950

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:31

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Angela Garcia

Firma: [Signature]

Domicilio: 1106 French Santa Ana CA 92701

Telefono: _____

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:31

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Angela Mejia

Firma: [Signature]

Domicilio: 113 French Santa Ana CA

Telefono: _____

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:31

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

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- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

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Atentamente,

Nombre: CARMEN ORTEGA

Firma: CARMEN

Domicilio: 922 POBBY ST

Telefono: 714-768-8194

YO TRABAJO EN LA 4

11-2
cont.

75A-148

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:31

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Atentamente,

Nombre: Maria Jerez

Firma: [Signature]

Domicilio: 4505-1905-127

Telefono: 714 395 1901

trabajo en la calle 4

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

7:00 PM - 7 PM 1: 32

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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11-2 cont.

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Atentamente,

Nombre: Yolanda Aguirre

Firma: Yolanda Aguirre

Domicilio: 1114 N French St Santa Ana CA 92701

Telefono: (714) 574-1352

Yo trabajo en Santa Ana en la Calle 4

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

7:00 PM - 7 PM 1: 32

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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11-2 cont.

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Atentamente,

Nombre: CONSUELO BLANCO

Firma: [Handwritten Signature]

Domicilio: 2330 N. GRAND AVE. SANTA ANA, CA. 92705

Telefono: 714-417-5356

YO TRABAJO EN LA CALLE 4TH.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:32

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Atentamente,

Nombre: Evelyn Salazar

Firma: Evelyn Salazar

Domicilio: 250 Carriage Dr. Santa Ana, CA 92707

Telefono: 714-642-4555

Yo trabajo en Santa Ana en la Calle Castro.

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:32

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: J.P. Capilla Velasco

Firma: J.P. Capilla Velasco

Domicilio: 1314 N. Westwood Ave Santa Ana, CA 92706

Telefono: 714-835-2971

Yo trabajo este momento en la calle 414 en Santa Ana CA

11-2
cont.

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

JUNE 26 - 7 PM 11:52

11-2

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government's activities on minority and low-income populations.

Sincerely,

Printed Name: Javier Galvez
Signature: [Handwritten Signature]
Address: 1718 Mission Rd Apt D
Tustin CA 92780
Telephone: (909) 319-0694

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

JUNE 26 - 7 PM 11:52

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

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El requerimiento del análisis para el transporte ignalitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: HERNANDEZ EDIAT
Firma: [Handwritten Signature]
Domicilio: 5410 W STA ST
Telefono: 714-780-0030
TRABAJO EN LA C.A.M.E 7

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2:00 PM -7 PM 11:32

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: SERGIO ORTEGA

Firma: SERGIO ORTEGA

Domicilio: 511 E JACY ST

Telefono: (714) 787-8237

YO TRABAJA EN LA CALLE (4)

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2:00 PM -7 PM 11:32

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: ANDREA TERESA

Firma: ANDREA TERESA

Domicilio: 502 E MORTIMER APT 4 B

Telefono: (714) 410-0050

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:32

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Atentamente,

Nombre: MORENO CRISTINA

Firma: *M. Moreno*

Domicilio: 305 S Cypress APT #C

Telefono: 714-835-2160

11-2
cont.

75A-153

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:32

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Atentamente,

Nombre: *Maria Manuel Calderon*

Firma: *M. Calderon*

Domicilio: Santa Ana CA 92703

Telefono: _____

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: José Hernández

Firma: [Signature]

Domicilio: 3000 Piedra Blanca Santa Ana CA

Telefono: (714) 445-2443

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Aracela Noya

Firma: [Signature]

Domicilio: 1710 S Van Ness Ave.

Telefono: South Ana CA 92707

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN 27 PM 1:33
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Atentamente,

Nombre: Marco A. Berenato

Firma: [Signature]

Domicilio: 8105 Cedar St.

Telefono: marcoberenato336@gmail.com

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN 27 PM 1:33
ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusion Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusion del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Arceli Robles

Firma: [Signature]

Domicilio: 601 E 5th St # B

Telefono: (714) 659-7081

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Roberto Robles

Firma: _____

Domicilio: 601 E 5th St # B

Telefono: (714) 659-7081

11-2
CONT.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Luis E Robles

Firma: _____

Domicilio: 601 E 5th St # B

Telefono: (714) 659-7095

11-2
CONT.

PUBLIC STATEMENT OF OPPOSITION

2014 JUN -7 PM 1:33

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government's activities on minority and low-income populations.

Sincerely,

Printed Name: Antonio Cortes
Signature: [Signature]
Address: 946 W. Dietrich SA 92703
Telephone: 760 631-0161

11-2
cont.

PUBLIC STATEMENT OF OPPOSITION

2014 JUN -7 PM 1:33

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
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Sincerely,

Printed Name: Nancy Mejia
Signature: [Signature]
Address: 3rd St USA
Telephone: (562) 213-7513

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

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Sincerely,

Printed Name: Leona Parafola

Signature: Leona Parafola

Address: 2803 W. SHASTA ST SANTA ANA CA 92703

Telephone: 714 866 1251

11-2
cont.

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

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Sincerely,

Printed Name: Edward Garza

Signature: Edward Garza

Address: 1171 CHERRY HILL DR, SANTA ANA 92705

Telephone: 714-317-3969

11-2
cont.

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED
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Santa Ana. The requirement for a transport equity analysis was initiated by U.S.
Executive Order 12898 (1994) codified a renewed concern about the effects of the
government's activities on minority and low-income populations.

Sincerely,

Printed Name: JEFF MERRICK

Signature: [Handwritten Signature]

Address: 1177 Camino Hill Rd SA, 92705

Telephone: 526-522-4241

11-2
cont.

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

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Executive Order 12898 (1994) codified a renewed concern about the effects of the
government's activities on minority and low-income populations.

Sincerely,

Printed Name: PAT ALVISO

Signature: [Handwritten Signature]

Address: 775 Avenida Ave., Long Beach

Telephone: 562-833-8035

11-2
cont.

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

Printed Name: Cynthia Sanchez (SACRED)

Signature:

Address: 1226 Filadelfia St. La Habra, CA 91753

Telephone: (714) 306-8766

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

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Atentamente,

Nombre: Ana Narvarrete

Firma: Ana Narvarrete

Domicilio: 908 E. Civic Center Dr. # 409

Teléfono: 714 293-4483

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Yibang Rojas
Firma: [Signature]

Domicilio: 408 E. Civic Center Dr 301 Santa Ana CA, 92701
Telefono: (714) 924-6837

75A-161

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Vanessa Chavez
Firma: [Signature]

Domicilio: 408 E. Civic Center #115, Santa Ana CA 92701
Telefono: 714-836-0737

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Angelica Flores

Firma: Angelica Flores

Domicilio: 408 E Civic Center DR AP 113

Telefono: (909) 827 20 80

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Arnaldo

Firma: Arnaldo

Domicilio: 408 E Civic Center

Telefono:

DECLARACION PUBLICA DE OPOSICION

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Atentamente,

Nombre:

Luis Pantoja

Firma:

[Signature]

Domicilio:

508 E. Lindero Center Dr. 107

Telefono:

(714) 542-3471

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre:

Juan Carlos Macedo

Firma:

[Signature]

Domicilio:

996 W. Chestnut Ave Santa Ana CA 92703

Telefono:

(714) 650-2109

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Javier Román

Firma: Javier Román

Domicilio: Old N. Garfield St. # 4 S.A. 92701

Telefono: 714 395-2277

11-2 cont.

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DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Padido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

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Atentamente,

Nombre: Jonathan Lizaraga Villacsa

Firma: [Signature]

Domicilio: San Carlos, San Felipe, A.P.A.

Telefono: 1714-610-22-57

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

26th June - 7 PM 1:35
ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

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Atentamente,

Nombre: Franco Lopez
 Firma: [Handwritten Signature]
 Domicilio: San Antonio
 Telefono: (714) 552-9418

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

26th June - 7 PM 1:35
ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Miguel Angel Mercado
 Firma: [Handwritten Signature]
 Domicilio: 948 Westport Ave Santa Ana CA 92703
 Telefono: (714) 238-5777

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:35
ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff.

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- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
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Atentamente,

Nombre: Jared Costaneda

Firma: _____

Domicilio: 946 W Chest nut ave Santa Ana ca 92703

Telefono: (714) 478-7379

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:35
ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff.

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- 1) Exclusion Social
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El requerimiento del analisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupacion RENOVADA y CODIFICADA, de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Juan Lopez

Firma: _____

Domicilio: 800 Garden Street ana 92701

Telefono: 442-3

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:35
ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO, PARA CONECTAR POR ESTA VIA CON GARDEN GROVE, CALIFORNIA.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff.

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusion Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
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- 5) Cuestiones de Seguridad Pública

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Atentamente,

Nombre: Jose F. Vega

Firma: [Signature]

Domicilio: 401 E. CIVIC CENTER DR 301 SANTA ANA CA 92701

Telefono: (714) 417-5070

11-2
cont.

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:35
ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO, PARA CONECTAR POR ESTA VIA CON GARDEN GROVE, CALIFORNIA.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff.

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Atentamente,

Nombre: Abraham Hernandez

Firma: [Signature]

Domicilio: Calle Ana, Santa Ana CA 92701

Telefono: (714) 417-2460

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: David Cavazos

Firma: [Signature]

Domicilio: Calle Center y Bristol

Telefono: 714/925-3477

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: David Cavazos

Firma: [Signature]

Domicilio: [Address]

Telefono: (714) 760-1977

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Isidoro Espinoza

Firma: _____

Domicilio: _____

Telefono: (714) 834-0680

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Felipe Chaves

Firma: _____

Domicilio: _____

Telefono: 714 550 0591

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: VICTOR GUERRERO

Firma: _____

Domicilio: _____

Telefono: (714) 871-99-24

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: SRECCACIO PEYES

Firma: _____

Domicilio: Civil Center Dr.

Telefono: 714) 209-6662

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre:

Firma:

Domicilio:

Telefono:

[Handwritten Signature]
[Handwritten Signature]
 714-805-2854

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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- 1) Exclusion Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

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- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre:

Firma:

Domicilio:

Telefono:

[Handwritten Signature]
 810 Garfield st. apt #6
 714-805-2854

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

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Atentamente,

Nombre: Rufino Tolbabit

Firma:

Domicilio:

Teléfono: 714) 323 - 24 - 72

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Teresa Molina

Firma:

Domicilio:

Teléfono: 714) 615 9590

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: JIMMI MADRIZ

Firma: _____

Domicilio: _____

Telefono: 714 541 93 04

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: Estela Tejeda

Firma: Estela T.

Domicilio: 1319 W 12 St Santa Ana

Telefono: 714) 760 6851

11-2
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: Victoria Garcia

Firma: [Signature]

Domicilio: Lucero Rd 92541 Garden Grove CA

Telefono: 949 705-9881

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Moises Vazquez

Firma: [Signature]

Domicilio: 1000 N. Garden St.

Telefono: 714-791-3504

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Rosa F. Ulbach
 Firma: Rosa F. Ulbach
 Domicilio: 605 E. Washington Ave Santo Ana Ca
 Telefono: (714) 404-2004

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Adriana Rios
 Firma: [Signature]
 Domicilio: 387 W. Bay St
 Telefono: (714) 381-7627

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Jorge Cabrera
Firma:
Domicilio: Civic Center y Bristol
Telefono: 714/925-3477

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre:
Firma:
Domicilio:
Telefono: 714-397-6688

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: José Hdez

Firma: _____

Domicilio: Washington Ave and French

Teléfono: (714) 796-4174

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: Ma. Guadalupe Diaz

Firma: Ma. Diaz

Domicilio: 1001 N. parton st #8 So. A

Teléfono: (714) 558-3837

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: ANTONIO HERNANDEZ
 Firma: ANTONIO H
 Domicilio: _____
 Telefono: (714) 766 1977

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: JOSE ELIAS GONZALEZ
 Firma: _____
 Domicilio: 1007 WOODPARKTON
 Telefono: 714 760 6000

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusion del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA Y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: ESPERANZA RAMIREZ

Firma: Esperanza Ramirez

Domicilio: 2022 Orange Santa Ana CA 92707

Telefono: 714-574-0264

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusion Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

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- 1) Inversión Desigual.
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Atentamente,

Nombre: Adriana Bunda

Firma: Asu

Domicilio: 1321 N. Durant St Santa Ana, CA 92706

Telefono: 714/574-4777

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff.

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- 3) Clasificación de la Población.
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Atentamente,

Nombre:

Celene Ponce

Firma:

[Signature]

Domicilio:

112 E Edinger Ave Santa Ana, CA 92707

Telefono:

714-605-9472

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA Y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre:

Solidad Gouvez

Firma:

[Signature]

Domicilio:

1725 Okoa Ave. S.B.C.H. 90804

Telefono:

(562) 794-4770

11-2 cont.

Letter 11

Santa Ana Community & Business Alliance (SAC-BA)
Madeleine Spencer
333 East 9th #303
Santa Ana, CA 92701

Response 11-1

The Declaration of Opposition from 89 individuals from SAC-BA, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



SABC
 SANTA ANA BUSINESS COUNCIL, INC.
 Promoting Business and Community

SANTA ANA BUSINESS COUNCIL, INC.
 400 East Fourth Street Suite 7
 Santa Ana, CA 92701
 Phone: (714) 743-6143
 Fax: (714) 972-2614
 e-mail: claudia@callnet55.com
www.sabcinc.com

DECLARATION OF OPPOSITION

STATEMENT OF OPPOSITION TO SANTA ANA 'S PREFERRED OPTION" ON THE
 FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

NAME	BUSINESS NAME
1 Perla Veronica Alvarez	Veronica's Bridal
2 Elma Vazquez	Elma's Beauty Salon
3 George Hansen	Rhodes Jewelry & Loan
4 Quan M. Tran	Quan M. Tran O.D. Optometry
5 Guadalupe Macias	Rosa's Bridal
6 Martha Guillen	Primavera's Bridal
7 Jose M. Solorio	La Zapateria Mexico
8 Maria Hernandez	Belinda's Bridal
9 Hector Ruiz	Ruiz Jewelry and Loan
10 Paulino Fuentes	Jewelry Gold & Silver
11 Palmira Astudillo	Mexicana Travel
12 Susan Chan	Al's Shop
13 Carlos Rodriguez	AB Computers
14 Patricia Muñoz	Queen's Boutique
15 Jose Rodriguez	Cataño Insurance Brokers
16 Susan Ceballos	Music & Wireless
17 Daniel Estrada	Hybrid Synergy
18 Martha Silva	La Reyna de Michoacan
19 Adan Rodriguez	Conchita 99C And More
20 Efron	Jacobo Foto y Video
21 Raymond Rangel	R&R Western Wear
22 Acencion Trujillo	Las Ilusiones Bridal
23 Laura Hernandez	Laura's Beauty Supplies
24 Josefina Estrada	Estelita Guadalajara
25 Gerardo Bahena	Margarita's Decoration
26 Edilberto Forero	Nueva Guadalajara Beauty Salon
27 Lupe Sandoval	KV Soccer
28 Guadalupe Pantoja	Gates Teen
29 Michael Kassira	La Mida
30 Ricardo Cortez	TNT Tours And Travel
31 Elvia Viera	Antique Time

12-1



SABC
SANTA ANA BUSINESS COUNCIL, INC
Providing Solutions and Community

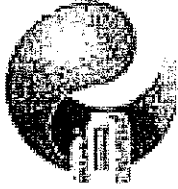
SANTA ANA BUSINESS COUNCIL, INC
400 East Fourth Street Suite 7
Santa Ana, CA 92701
Phone: (714) 743-6343
Fax: (714) 972-2634
e-mail: claudia@csnet.sabcinc.com
www.sabcinc.com

DECLARATION OF OPPOSITION

STATEMENT OF OPPOSITION TO SANTA ANA'S PREFERRED OPTION* ON THE
FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

NAME	BUSINESS NAME
32 Irma Aguilera	Irma Salon
33 Mariano Mendoza	Rancho Mendoza
34 Jorge Vital	Dental 4
35 Sal Navarro	Acapulco Travel
36 Arturo Lomeli	Arturo J Lomeli DDS
37 Tomas Valenzuela	Vainer Services
38 Jaime Nungavey	Don Roberto Jewelry
39 Joseph G Elias	Fiesta Juice
40 Ruth Gerardo	Mi Cellular
41 Mike Husain	United Legal Services
42 Jean Yeol Chon	Ange's
43 Lea Gomez	Joshua's Designs
44 Elia Castellon	Fiesta Flowers
45 Aracely Calderon	Fiesta Lauggage y Party Supply
46 Danica Marin	Mexican Imports
47 Alberto Olaro	Todo Servicios
48 Hector Silva	Hugos Beauty Salon
49 Alicia Salcedo	Central Travel & Tours
50 Guillermo de la Pina	Sigue Corp.
51 Abdul Amoudi	Alfa Insurance Services
52 Nam Hye Yun	Nana F/S
52 Marcela Prado Rodriguez	Holiday Travel & Tours
53 Marcela Rodriguez	Holiday Travel II
54 Adan Hernandez	Chacala Beauty Salon
55 Ruben Puebla	Pachanga D.J Music
56 Ruben Alvarez	Stay Connected OC
57 Grace Yanaz	Grace's Enterprises
58 Mery Lorrea	Costa Azul Travel
59 Rosa Weber	Mi Salon
60 Jose M. Lara	Apoteca Modox
61 Silvia Huerta	Tabu

12-2



SABC
 SANTA ANA BUSINESS COUNCIL, INC
Fostering Business and Community

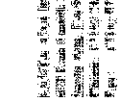
SANTA ANA BUSINESS COUNCIL, INC.
 400 East Fourth Street Suite 7
 Santa Ana, CA 92701
 Phone: (714) 743-6343
 Fax: (714) 972-2694
 e-mail: csay@anellanes316@hotmail.com
www.sabcinc.com

DECLARATION OF OPPOSITION

**STATEMENT OF OPPOSITION TO SANTA ANA'S PREFERRED OPTION* ON THE
 FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.**

NAME	BUSINESS NAME
62 Wlter Cobeña	Cobeña Garden's
63 Fortunato Reyes	Jessyca's Bridal
64 Teresa Saldivar	Teresa's Jewelers
65 Nam Hye Yun	La Gaviota
66 Sandra Cepas	Cassandra Bridal
67 Shay Patmer	Tough Timez Apparel
68 Lety Gomez	Lety's Perfume
69 Herb Rose	Label Exchange
70 Frank Chavez	Parking Co. of America
71 Barbara Y Rooker	Presbyterian Church Santa Ana
72 Maria Guerrero	TNT Tours & Travel
73 Arturo Arellanos	Mega Furniture Superstore
74 Samuel Romero	Sabe Rep.

12-2
 cont.


 SABC
 SOUTHERN ASSOCIATION OF BROADCASTERS
 1001 North Florida Avenue
 Suite 1000
 Fort Lauderdale, FL 33304
 Phone: (305) 463-1200
 Fax: (305) 463-1201
 Website: www.sabc.org


 SABC
 SOUTHERN ASSOCIATION OF BROADCASTERS
 1001 North Florida Avenue
 Suite 1000
 Fort Lauderdale, FL 33304
 Phone: (305) 463-1200
 Fax: (305) 463-1201
 Website: www.sabc.org

March 27, 2014

City Manager David Carlisle, City Manager, Social Services, Mayor Miguel Polanco,
 Council Member # City Hall

APPLICANT STATEMENT OF SUPPORT FOR THE MAIN FLORIDA'S "PREFERRED" OPTION FOR THE FUTURE HIGHWAY INTERSTATE PROJECT ALTERNATIVE TO RAINIER AVENUE

Dear City Representative,

It is the position of SABC and Broadcast Council that over the past several years, construction of a third grade way project on Rainier Street with access a parking lot is appealing to the Palm Beach County Council as best for the citizens of the community as it meets the needs of the community. It is our position that the project is necessary and should be approved. The fact that the city has proposed that the "preferred" option is the most appropriate and preferred plan is that a number of existing and the proposed business owners on Rainier Street are prepared to make the necessary adjustments to the project. The fact that the city has proposed that the "preferred" option is the most appropriate and preferred plan is that a number of existing and the proposed business owners on Rainier Street are prepared to make the necessary adjustments to the project.

Sincerely,

Signature: Robert M. Tom, Jr. Secretary
 Printed Name: Robert M. Tom
 Address: 714 East Hill
 City: Fort Lauderdale


 SABC
 SOUTHERN ASSOCIATION OF BROADCASTERS
 1001 North Florida Avenue
 Suite 1000
 Fort Lauderdale, FL 33304
 Phone: (305) 463-1200
 Fax: (305) 463-1201
 Website: www.sabc.org


 SABC
 SOUTHERN ASSOCIATION OF BROADCASTERS
 1001 North Florida Avenue
 Suite 1000
 Fort Lauderdale, FL 33304
 Phone: (305) 463-1200
 Fax: (305) 463-1201
 Website: www.sabc.org

March 27, 2014

City Manager David Carlisle, City Manager, Social Services, Mayor Miguel Polanco,
 Council Member # City Hall

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Sincerely,

Signature: Robert M. Tom, Jr. Secretary
 Printed Name: Robert M. Tom
 Address: 714 East Hill
 City: Fort Lauderdale

10014 BURN BROS. BUILDING
 2001 East 12th Street, Suite 100
 Omaha, NE 68105
 Phone: (402) 442-1111
 Fax: (402) 442-1111
 E-mail: info@sabc.org



June 27, 2014

City Manager David Cavazos, City Manager, Kansas Center for Regional Medical Parks,
 Council Member B. Cary Saff

**SUBJECT: STATEMENT OF COMMITMENTS TO EAST AARV STREET
 OPENING AND THE BURN BROS. BUILDING CENTRAL/MAIN STREET CONNECTION
 DEVELOPMENT**

Dear City Representatives,

It is the position of Burn Brothers Group that we are interested in the
 development of a land parcel we possess on Fourth Street and across a combination of
 parcels on the Fourth Street corridor which were the subject of the construction
 permit on a residential development in the past. The parcel is currently owned by
 Burn Brothers Group. The fact that the city has proposed this parcel "parking lot" parcel
 may ultimately be a better use for the parcel than the current use. The parcel has been
 previously owned by a number of parties, but no previous development by the city since
 1967 as shown by existing records along the street. Further, the parcel is a parcel of
 approximately 1.5 acres, and the parcel is currently owned by Burn Brothers Group.

Sincerely,

Burn Brothers Group
 Name: Paula G. Galt
 Signature: [Handwritten Signature]
 Address: 102 F. 4th St
 Telephone: 774 429 6218

10014 BURN BROS. BUILDING
 2001 East 12th Street, Suite 100
 Omaha, NE 68105
 Phone: (402) 442-1111
 Fax: (402) 442-1111
 E-mail: info@sabc.org



June 27, 2014

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Sincerely,

Burn Brothers Group
 Name: Paula G. Galt
 Signature: [Handwritten Signature]
 Address: 102 F. 4th St
 Telephone: 774 429 6218

1997 & 2004 INTERNATIONAL
 CONFERENCE OF MAYORS
 NAME: SABC
 PHONE: 714.743.4116
 FAX: 714.743.4117
 E-MAIL: info@sabc.org
www.sabc.org



June 27, 2014

City Manager David Corrao, City Manager Karen Cervantes, Mayor Miguel Padilla,
 Council Members & City Staff

**SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREPARED
 OFFERS" BY THE FUTURE HIGHWAY DEVELOPMENT CONNECTION
 TELEGRAPHIC LINE.**

Dear City Representatives,

In the previous Santa Ana Executive Council that met the past several years,
 representatives of Santa Ana's city project on Santa Street were a part of a discussion to
 proceed in the future. Santa's city project was the subject of the executive order
 issued in a previous meeting on a previous date for the project's start-up by
 the city's city manager. This city manager was responsible for a time when the executive
 order was issued. The fact that the city has proposed that the "prepared offers" cannot
 be considered as a result of the project's start-up in Santa Ana's city project and that the
 executive order was issued by Santa's city manager is a fact that cannot be denied. It is
 clear that the city's city manager was responsible for the project's start-up in Santa Ana's
 city project. The fact that the city has proposed that the "prepared offers" cannot

Sincerely,

Signature: LA ZAPATERIA ABLE
 Printed Name: DOSSAL SOLORIO
 Address: JR BLVD Santa Ana CA 92701
 Telephone: (714) 512-1111-93

1997 & 2004 INTERNATIONAL
 CONFERENCE OF MAYORS
 NAME: SABC
 PHONE: 714.743.4116
 FAX: 714.743.4117
 E-MAIL: info@sabc.org
www.sabc.org



June 27, 2014

City Manager David Corrao, City Manager Karen Cervantes, Mayor Miguel Padilla,
 Council Members & City Staff

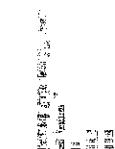
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 city project. The fact that the city has proposed that the "prepared offers" cannot

Sincerely,

Signature: Eddie Zerb Guller
 Printed Name: Mark Guller
 Address: 1000 E 4th St Santa Ana
 Telephone: 714 429 6215


SABC
 UNITED BROTHERHOOD OF CARPENTERS AND JOINERS
 Local 1000
 1000 North Main Street
 St. Louis, MO 63101
 Phone: (314) 425-1111
 Fax: (314) 425-1111
 e-mail: info@sabc.org

June 21, 2014

City Manager David Casado, City Attorney Anna Curran, Mayor Michael Baskin,
 Council Members & City Staff

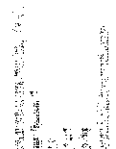
**SUBJECT: STATEMENT OF EXPRESSION OF SUPPORT AND A BASKIN'S PREFERENCE
 FOR FAST ON THE PLANTING HIGHWAY EXHIBITION, PRESENTED BY THE
 100 GARDEN GROVE**

Dear City Representatives,

In the presence of Anna and Michael Baskin, I signed this letter in support of the
 presentation of a local grade way project on North Street with an exhibit in
 connection with the North Street exhibit with the theme of the exhibition was
 held in the presence of the City Manager and the Mayor. The exhibit was held
 on the 21st of June. This was a very successful event in that the community
 was already present. It has been the only time presented to the "preformed" grade
 way project as to whether the project plan to have a number of exhibits and how the
 exhibit should be presented. I have heard of your team's efforts to make the city more
 vibrant in terms of the exhibition. I am happy to see the exhibit on a grade of
 exhibition on the "preformed" of the North Street way project.

Sincerely,

Michael Baskin ABC
 Michael Baskin
 Address 100 Garden Grove
 Telephone 314 425 1111


SABC
 UNITED BROTHERHOOD OF CARPENTERS AND JOINERS
 Local 1000
 1000 North Main Street
 St. Louis, MO 63101
 Phone: (314) 425-1111
 Fax: (314) 425-1111
 e-mail: info@sabc.org

June 21, 2014

City Manager David Casado, City Attorney Anna Curran, Mayor Michael Baskin,
 Council Members & City Staff

**SUBJECT: STATEMENT OF EXPRESSION OF SUPPORT AND A BASKIN'S PREFERENCE
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 exhibition on the "preformed" of the North Street way project.

Sincerely,

Michael Baskin ABC
 Michael Baskin
 Address 100 Garden Grove
 Telephone 314 425 1111



1000 W. 10th Street, Suite 100, Ft. Lauderdale, FL 33304
 Phone: (305) 555-1111
 Fax: (305) 555-1112
 Website: www.sabc.org

Page 27 of 31

City Manager, City of Fort Lauderdale, Florida
 1000 W. 10th Street, Suite 100, Ft. Lauderdale, FL 33304

SUBJECT: STATEMENT OF OPERATIONS TO GOVT. & AGEN. PREPARED BY THE FORT LAUDERDALE FIRE DEPARTMENT CONTRACTORS' UNION LOCAL 100

Dear City Representative,

As the president of the Fort Lauderdale Fire Department, I am pleased to provide you with the following information regarding the operations of the Fort Lauderdale Fire Department. The information is provided for your information and is not intended to be used as a basis for any action. The information is provided for your information and is not intended to be used as a basis for any action. The information is provided for your information and is not intended to be used as a basis for any action.

Sincerely,

Signature: Charles R. ...
 Charles R. ...
 President, Fort Lauderdale Fire Department
 1000 W. 10th Street, Suite 100, Ft. Lauderdale, FL 33304
 Phone: (305) 555-1111



1000 W. 10th Street, Suite 100, Ft. Lauderdale, FL 33304
 Phone: (305) 555-1111
 Fax: (305) 555-1112
 Website: www.sabc.org

Page 27 of 31

City Manager, City of Fort Lauderdale, Florida
 1000 W. 10th Street, Suite 100, Ft. Lauderdale, FL 33304

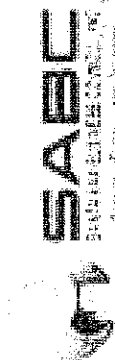
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Sincerely,

Signature: Charles R. ...
 Charles R. ...
 President, Fort Lauderdale Fire Department
 1000 W. 10th Street, Suite 100, Ft. Lauderdale, FL 33304
 Phone: (305) 555-1111



SAFETY AND SECURITY DIVISION
 4000 West 10th Street
 Suite 100, Los Angeles
 Phone: (310) 412-1117
 Fax: (310) 412-2019
 www.sabc.org

June 17, 2014

City Manager David Carrasco, City Manager, Santa Cruz, Mayor Miguel Pardo,
 Council Members of City Hall

**SUBJECT: A FEASIBILITY STUDY REPORT ON THE SANTA CRUZ SAFETY PROJECTS
 SUPPORTING THE NEED FOR AN EXPEDITIOUS PROJECT COMPLETION
 TO COMPLETE DEPT.**

Dear City Representatives:

It is the position of Santa Cruz Bicycle Council that over the next several years, completion of a Dept. of Public Works Safety Project is a necessary and immediate need for the City of Santa Cruz. The Santa Cruz Bicycle Council has conducted a study to determine the feasibility of the project and has identified a number of safety projects that are high priority for the City of Santa Cruz. The Santa Cruz Bicycle Council has identified a number of safety projects that are high priority for the City of Santa Cruz. The Santa Cruz Bicycle Council has identified a number of safety projects that are high priority for the City of Santa Cruz.

Respectfully,

Project Name: SAFETY PROJECTS
 Project Manager: DAVID CARRASCO
 Address: 4000 WEST 10TH STREET, LOS ANGELES, CA 90024
 Telephone: (310) 412-1117



SAFETY AND SECURITY DIVISION
 4000 West 10th Street
 Suite 100, Los Angeles
 Phone: (310) 412-1117
 Fax: (310) 412-2019
 www.sabc.org

June 17, 2014

City Manager David Carrasco, City Manager, Santa Cruz, Mayor Miguel Pardo,
 Council Members of City Hall

**SUBJECT: STATEMENT OF FEASIBILITY TO SANTA CRUZ SAFETY PROJECTS
 SUPPORTING THE NEED FOR AN EXPEDITIOUS PROJECT COMPLETION
 TO COMPLETE DEPT.**

Dear City Representatives:

It is the position of Santa Cruz Bicycle Council that over the next several years, completion of a Dept. of Public Works Safety Project is a necessary and immediate need for the City of Santa Cruz. The Santa Cruz Bicycle Council has conducted a study to determine the feasibility of the project and has identified a number of safety projects that are high priority for the City of Santa Cruz. The Santa Cruz Bicycle Council has identified a number of safety projects that are high priority for the City of Santa Cruz.

Respectfully,

Project Name: SAFETY PROJECTS
 Project Manager: DAVID CARRASCO
 Address: 4000 WEST 10TH STREET, LOS ANGELES, CA 90024
 Telephone: (310) 412-1117



SABC
 SOUTHWEST AIRCRAFT BUILDERS ASSOCIATION, INC.
 10000 Wilshire Blvd., Suite 1000
 Beverly Hills, CA 90210
 Phone: (310) 477-2833
 Fax: (310) 477-2833
 Website: www.sabc.org

10000 Wilshire Blvd., Suite 1000
 Beverly Hills, CA 90210
 Phone: (310) 477-2833
 Fax: (310) 477-2833
 Website: www.sabc.org

July 27, 2014

Mr. Murray Davis, Chairman, City Attorney Series, Councilor, Mayor Municipal Parks,
 Council Member 4th Ward

**REPLY: STATEMENT OF OPPOSITION TO SANTA ANA'S TRILLIUM/PT
 OFFERS ON THE FUTURE USE OF PATRIOT PARK PROPERTY, 2010-2011
 TO AERONAUTIVE**

Dear City Representative:

In the process of Santa Ana Business Council and over the past several years
 local citizens of a local business project or facility have not made a commitment
 regarding the future development which uses the assets of the community with
 regard to a complete decision by corporate America for the property currently and
 currently on the ground. That is, it is already and business in a long-term
 and already ground. For that the city has proposed that the "Patriot Park"
 to be purchased and to be used as a project plan in an area of existing and has
 been used business owners in Patriot Park of proposed structure made by the city since
 1980 to present and existing structure also in the West. For this reason that is a
 complete and "Patriot Park" for the local business community. (See: Patriot Park)

Subject: A letter to the business man

Business Name: Orange County Air Center
 Printed Name: John A. Johnson
 Signature: [Signature]
 Address: 414 E. 4th St., Suite 100
 Telephone: (714) 963-1111



SABC
 SOUTHWEST AIRCRAFT BUILDERS ASSOCIATION, INC.
 10000 Wilshire Blvd., Suite 1000
 Beverly Hills, CA 90210
 Phone: (310) 477-2833
 Fax: (310) 477-2833
 Website: www.sabc.org

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July 27, 2014

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Subject:

Business Name: Orange County Air Center
 Printed Name: John A. Johnson
 Signature: [Signature]
 Address: 414 E. 4th St., Suite 100
 Telephone: (714) 963-1111

SABC
 SOUTH AFRICAN BUSINESS COUNCIL
 100 Water Street, Suite 100
 Cape Town, 8001
 Tel: +27 (0) 21 424 1000
 Fax: +27 (0) 21 424 1001
 Email: info@sabc.org.za
 Website: www.sabc.org.za



Date: 27, 2014

Cop Manager, South African, for African South Carolina, Miami Springs, Florida,
 Council Members & City Staff

SUBJECT: STATEMENT OF COMMITMENT TO SOUTH AFRICA'S "RENEWABLE
 OPTIONS" ON THE HIGHWAY INFRASTRUCTURE PRODUCT MARKET
 TO FURNISH SERVICE

Dear City Representatives,

It is the pleasure of South Africa Business Council that on the 27th of April 2014,
 representatives of a High Capacity project on South Africa will attend a meeting at the
 Council in the South African Embassy with the aim of the representatives will
 meet in a meeting to discuss in particular, the High Capacity project, and to
 discuss on this matter. This will involve the representatives of the project
 that they will attend. The fact that they have proposed that on the 27th of April, 2014
 they will attend, as an example of a proposed plan to meet a number of people, and that
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 of South Africa Business Council will attend, and that the representatives of South Africa
 Business Council will attend, and that the representatives of South Africa Business Council
 will attend, and that the representatives of South Africa Business Council will attend,

Sincerely, *Bob Gaisford*

Project Name: *South African Highway*
 Address: *Bob Gaisford*
 Telephone: *214 543-3646*

SABC
 SOUTH AFRICAN BUSINESS COUNCIL
 100 Water Street, Suite 100
 Cape Town, 8001
 Tel: +27 (0) 21 424 1000
 Fax: +27 (0) 21 424 1001
 Email: info@sabc.org.za
 Website: www.sabc.org.za



Date: 27, 2014

Cop Manager, South African, for African South Carolina, Miami Springs, Florida,
 Council Members & City Staff

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Sincerely,

Project Name: *South African Highway*
 Address: *Bob Gaisford*
 Telephone: *214 543-3646*



SABCA BENTON & BOWLES
1401 East 17th Avenue, Suite 1700
Denver, CO 80202
Phone: (303) 733-2121
Fax: (303) 733-2122
www.sabc.com



SABCA BENTON & BOWLES
1401 East 17th Avenue, Suite 1700
Denver, CO 80202
Phone: (303) 733-2121
Fax: (303) 733-2122
www.sabc.com

June 11, 2014

The Mayor, Denver, Colorado, City Manager, David Carrigan, City Manager, Miguel Ángel Peña, City Manager, David Carrigan, City Manager, Miguel Ángel Peña, City Manager, Miguel Ángel Peña

SUBJECT: REQUEST FOR PROPOSURE TO CONDUCT A STUDY OF THE CITY OF DENVER'S PARTICIPATION IN THE FEDERAL HIGHWAY ADMINISTRATION PROJECT CONVENTION TO OBTAIN A GRANT

Dear City Department Head,

The City of Denver, Colorado, is pleased to announce that we are seeking proposals for the development of a study of the City of Denver's participation in the Federal Highway Administration Project Convention to Obtain a Grant. The study will focus on the City's participation in the Project Convention to Obtain a Grant, which is a program that allows states to receive federal funding for transportation projects. The study will be conducted by a consultant and will include a review of the City's current participation in the Project Convention to Obtain a Grant, an analysis of the City's participation in the Project Convention to Obtain a Grant, and a recommendation for the City's participation in the Project Convention to Obtain a Grant. The study will be completed by June 30, 2015. The City will award the study to the lowest responsive proposal.

Sincerely,

City Manager, Miguel Ángel Peña
City Manager, Miguel Ángel Peña
City Manager, Miguel Ángel Peña
City Manager, Miguel Ángel Peña
City Manager, Miguel Ángel Peña

June 11, 2014

The Mayor, Denver, Colorado, City Manager, Miguel Ángel Peña, City Manager, Miguel Ángel Peña, City Manager, Miguel Ángel Peña


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Sincerely,

City Manager, Miguel Ángel Peña
City Manager, Miguel Ángel Peña
City Manager, Miguel Ángel Peña
City Manager, Miguel Ángel Peña
City Manager, Miguel Ángel Peña


SABC
 SARA AND RESEARCH, INC.
 Environmental Remediation Services
 10000 West 15th Avenue, Suite 100
 Denver, CO 80202
 Phone: 303.751.8100
 Fax: 303.751.8101
 Website: www.sarainc.com


1/29/97, 2/1/97
 City Manager, Denver, Colorado
 1500 Broadway, Suite 1000
 Denver, Colorado 80202

SUBJECT: STATEMENT OF OPERATIONS FOR WATER AND WASTEWATER TREATMENT PLANTS

Dear City Representative:
 In the position of General Manager, I would like to provide you with the information requested in the attached statement of operations for the water and wastewater treatment plants. The information is provided for your information and is not intended to be used for any other purpose. The information is provided for your information and is not intended to be used for any other purpose.

Sincerely,
 [Signature]

Name: Anthony D. ...
 Title: General Manager
 Address: 1111 14th St, Suite 100
 Telephone: 303.751.8100


SABC
 SARA AND RESEARCH, INC.
 Environmental Remediation Services
 10000 West 15th Avenue, Suite 100
 Denver, CO 80202
 Phone: 303.751.8100
 Fax: 303.751.8101
 Website: www.sarainc.com

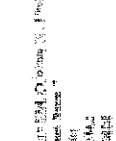
1/29/97, 2/1/97
 City Manager, Denver, Colorado
 1500 Broadway, Suite 1000
 Denver, Colorado 80202

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Sincerely,
 [Signature]

Name: Anthony D. ...
 Title: General Manager
 Address: 1111 14th St, Suite 100
 Telephone: 303.751.8100


SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 101, 102 & 103, Market Street
 Cape Town 8001
 Telephone: 021 462 2000
 Telex: 25353 SABC ZA
 Fax: 021 462 2000
 e-mail: sabc@sabc.co.za


SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 101, 102 & 103, Market Street
 Cape Town 8001
 Telephone: 021 462 2000
 Telex: 25353 SABC ZA
 Fax: 021 462 2000
 e-mail: sabc@sabc.co.za

Page 17 of 20

City Manager David Louw, City Manager, Greater Johannesburg
 Council, Johannesburg City Hall

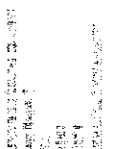
**SUBJECT: SETTLEMENT OF SPONSORS FOR RAINA AKA'S "PROBATIONED
 SYSTEM" AND THE FILING OF NEWLY OBTAINED PROTECTIVE DOCUMENTATION
 INFORMATION REQUEST**

Dear City Management:

It is the position of Raina Aka Raina's Counsel that over the past few years, the
 completion of a third public way project on Fourth Street will create a significant
 impact on the Fourth Street area and the safety of the community will
 result in a considerable number of vehicles parked for the protection of the
 community and safety. This will severely impact on the safety of the
 community and the safety of the community. It is in that context that the
 proposed settlement between Raina Aka Raina's Counsel and the City of
 Johannesburg is being entered into. The settlement provides for the filing of
 protective documentation in the name of Raina Aka Raina's Counsel and the
 settlement is a "preliminary" of the third public way project on Fourth Street.

Respectfully,

Name: KL Sidor
 Title: Lawyer
 Address: PO Box 1000, Johannesburg
 Telephone: 011 462 2000


SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 101, 102 & 103, Market Street
 Cape Town 8001
 Telephone: 021 462 2000
 Telex: 25353 SABC ZA
 Fax: 021 462 2000
 e-mail: sabc@sabc.co.za


SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
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 Cape Town 8001
 Telephone: 021 462 2000
 Telex: 25353 SABC ZA
 Fax: 021 462 2000
 e-mail: sabc@sabc.co.za

Page 18 of 20

City Manager David Louw, City Manager, Greater Johannesburg
 Council, Johannesburg City Hall


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 INFORMATION REQUEST**

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 settlement is a "preliminary" of the third public way project on Fourth Street.

Respectfully,

Name: MARIE SUDLER
 Title: Lawyer
 Address: PO Box 1000, Johannesburg
 Telephone: 011 462 2000


SABC
 SPECIAL ADVERTISING
 COMMUNICATIONS
 CORPORATION
 10000 Rockledge Drive, Suite 100
 Rockledge, Florida 32955
 Phone: (407) 408-1111
 Fax: (407) 408-1114
 e-mail: info@sabc.com
www.sabc.com


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 CORPORATION
 10000 Rockledge Drive, Suite 100
 Rockledge, Florida 32955
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 e-mail: info@sabc.com
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LOCAL MEDIA REPRESENTATIVE
 FOR THE COUNTY OF ALACHUA
 COUNTY COMMUNITY DEVELOPMENT
 DEPARTMENT
 10000 Rockledge Drive, Suite 100
 Rockledge, Florida 32955
 Phone: (407) 408-1111
 Fax: (407) 408-1114
 e-mail: info@sabc.com
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 10000 Rockledge Drive, Suite 100
 Rockledge, Florida 32955
 Phone: (407) 408-1111
 Fax: (407) 408-1114
 e-mail: info@sabc.com
www.sabc.com

June 27, 2004

City Manager, County of Alachua, 2000 Highway 90, Monticello, Florida
 County Community Development

SUBJECT: STATEMENT OF OPPOSITION TO ALACHUA AND AVALON PERFORMING
 CONTRACTS FOR THE FUTURE OF THE COUNTY COMMUNITY DEVELOPMENT
 DEPARTMENT

Dear City Representative:

In the statement of James Ann Harrison, County Manager, you stated that
 the County of Alachua is currently in a process of re-evaluating its
 contract with SABC. This is a process that is ongoing and will be
 completed in the near future. In the meantime, the County of Alachua
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 is ongoing and will be completed in the near future.

Sincerely,

James Ann Harrison
 County Manager
 County of Alachua
 2000 Highway 90
 Monticello, Florida 32185
 Phone: (904) 329-1111
 Fax: (904) 329-1114
 e-mail: jaharrison@alachuacounty.org

June 27, 2004

City Manager, County of Alachua, 2000 Highway 90, Monticello, Florida
 County Community Development

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Sincerely,

James Ann Harrison
 County Manager
 County of Alachua
 2000 Highway 90
 Monticello, Florida 32185
 Phone: (904) 329-1111
 Fax: (904) 329-1114
 e-mail: jaharrison@alachuacounty.org

LEATA also RE-REGISTERED, INC.
 2011 East 10th Street
 Anchorage, Alaska 99501
 Phone: (907) 561-4147
 Fax: (907) 561-5111
 e-mail: info@leata.com



June 27, 2014

City Manager David DeBono, City Attorney Susan Corvaldo, Mayor Nigel Patrick,
 Council Members at City Hall

**SUBJECT: STATEMENT OF OPPOSITION TO SABA'S AS-S "PREFERRED
 OPTIONS" ON THE PERMANENTLY OPEN TEAM PROJECT CONTRACTING
 TO GARDEN DRIVE**

Dear City Representatives:

In the past year of 2013, the Municipality of Anchorage has been through a process of a total re-evaluation of its public works department. This process has resulted in a number of changes to the way the department is run. One of the most significant changes is the implementation of a new "Preferred Options" process. This process is designed to ensure that the most qualified and cost-effective contractor is selected for each project. However, the implementation of this process has resulted in a number of problems, including the fact that the process is not being followed properly. This is a serious concern for the Municipality of Anchorage, and we urge you to take immediate action to address these issues. We believe that the current process is not working, and we need to find a way to fix it. We are submitting this statement of opposition to the City Council as a result of our concerns. We hope that you will take our concerns into consideration and make the necessary changes to the process. Thank you for your attention to this matter.

Sincerely,

Business Name: TNT TOOLS LIMITED
 Project Name: City of Anchorage
 Signature: [Signature]
 Address: 1000 W. 14th St
 Telephone: 907-561-8000

LEATA also RE-REGISTERED, INC.
 2011 East 10th Street
 Anchorage, Alaska 99501
 Phone: (907) 561-4147
 Fax: (907) 561-5111
 e-mail: info@leata.com



June 27, 2014

City Manager David DeBono, City Attorney Susan Corvaldo, Mayor Nigel Patrick,
 Council Members at City Hall

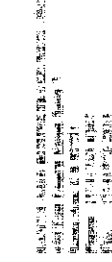
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Business Name: TNT TOOLS LIMITED
 Project Name: City of Anchorage
 Signature: [Signature]
 Address: 1000 W. 14th St
 Telephone: 907-561-8000


SABC
 SOUTH AFRICAN BUSINESS COUNCIL
 100 East Street, Suite 1
 Johannesburg 2001
 Telephone: 011 435 1111
 Fax: 011 435 1112
 E-mail: info@sabc.org.za

Date: 27, 2014

City Manager, Durrus Karim, City Attorney, Verna Carr (for Deputy Mayor Pallo)
 Council Members & City Staff


SUBJECT: STATEMENT OF DEPOSITION TO EAST ASIA'S PREFERRED SUPPLIER FOR THE FUTURE OF THE EAST ASIA PROJECT CONNECTING TO DABULI DAM

Dear City Representatives,

In the presence of Ngila Ana Makhosini Kumbani (hereinafter referred to as "Kumbani") a witness of a third party who played an integral role in the construction of the Durrus Karim project which is the subject of the deposition, I, the undersigned, do hereby state that the information provided in this statement is true and correct to the best of my knowledge and belief. The information provided in this statement is based on the documents and information provided to me by the undersigned and is not intended to be a substitute for the professional services of a qualified professional. The undersigned is not a member of the City Council and is not a representative of the City of Johannesburg. The undersigned is a member of the City Council and is not a representative of the City of Johannesburg. The undersigned is a member of the City Council and is not a representative of the City of Johannesburg.

Sincerely,

Name: Ngila Ana Makhosini Kumbani
 Position: Witness
 Address: 100 East Street, Suite 1
 Telephone: 011 435 1111


SABC
 SOUTH AFRICAN BUSINESS COUNCIL
 100 East Street, Suite 1
 Johannesburg 2001
 Telephone: 011 435 1111
 Fax: 011 435 1112
 E-mail: info@sabc.org.za

Date: 27, 2014

City Manager, Durrus Karim, City Attorney, Verna Carr (for Deputy Mayor Pallo)
 Council Members & City Staff

SUBJECT: STATEMENT OF DEPOSITION TO EAST ASIA'S PREFERRED SUPPLIER FOR THE FUTURE OF THE EAST ASIA PROJECT CONNECTING TO DABULI DAM

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Sincerely,

Name: Ngila Ana Makhosini Kumbani
 Position: Witness
 Address: 100 East Street, Suite 1
 Telephone: 011 435 1111

SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 10000th Avenue, Cape Town, South Africa
 Telephone: (021) 462-1111
 Telex: 330000 SABC ZA
 Cable: SABC ZA



Page 17 of 21

City Manager David Casson, City Secretary David Casson, Mayor Michael P. ...
 Council Member in City Hall

**STREET LIGHTING IMPROVEMENTS TO BAYVIEW AVENUE, WINTERBUSH
 OFFER BY THE DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
 TO CATERGROW**

Bay City Agreement

It is the position of Bay City Council that over the next three years, a
 commitment of a fixed sum of money will be made available in
 respect to the lighting improvements which cover the terms of the agreement will
 result in a substantial increase in the number of street lighting units
 installed on Bayview. This will provide a total of 100 units over the
 next three years. The fact that the City has proposed that the "preferred
 route" agreement on a method of payment plan in the amount of \$100,000
 should be made available for the lighting improvements which are being
 provided for under the agreement is a matter which is being considered by the City Council
 and the Department of Public Works and Highways. It is the position of the City Council
 that the "preferred route" of the fixed sum of money will be made available

Signature

DENTAL 4

Business Name: DENTAL 4
 Street Name: 10101 W 11th
 City: Overland Park, KS
 State: KS
 Zip: 66211

SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 10000th Avenue, Cape Town, South Africa
 Telephone: (021) 462-1111
 Telex: 330000 SABC ZA
 Cable: SABC ZA

Page 18 of 21

City Manager David Casson, City Secretary David Casson, Mayor Michael P. ...
 Council Member in City Hall

**STREET LIGHTING IMPROVEMENTS TO BAYVIEW AVENUE, WINTERBUSH
 OFFER BY THE DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
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 respect to the lighting improvements which cover the terms of the agreement will
 result in a substantial increase in the number of street lighting units
 installed on Bayview. This will provide a total of 100 units over the
 next three years. The fact that the City has proposed that the "preferred
 route" agreement on a method of payment plan in the amount of \$100,000
 should be made available for the lighting improvements which are being
 provided for under the agreement is a matter which is being considered by the City Council
 and the Department of Public Works and Highways. It is the position of the City Council
 that the "preferred route" of the fixed sum of money will be made available

Signature

Business Name: Morris Mendler
 Street Name: 10101 W 11th
 City: Overland Park, KS
 State: KS
 Zip: 66211

SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 10000th Avenue, Cape Town
 Telephone: 021-462-1111
 Fax: 021-462-1111
 E-mail: info@sabc.co.za

SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 10000th Avenue, Cape Town
 Telephone: 021-462-1111
 Fax: 021-462-1111
 E-mail: info@sabc.co.za

June 27, 2018

City Manager David Cassano, City Attorney Scott Cavallaro, Mayor Richard Pardo,
 Council Members & City Staff

SUBJECT: STATEMENT OF OPPOSITION TO SOUTH AFRICAN BROADCASTING CORPORATION'S PROPOSED HIGHWAY INFRASTRUCTURE PROJECTS IN CHAMBERLAIN

Dear City Representatives,

As the parents of Maria Ann, Rosemary, and other children in the Chamberlain area, we are writing to you regarding the proposed highway infrastructure projects in Chamberlain. We are writing to you because we are concerned about the safety of our children and the impact of these projects on our community. We are writing to you because we are concerned about the safety of our children and the impact of these projects on our community. We are writing to you because we are concerned about the safety of our children and the impact of these projects on our community.

Sincerely,

Business Name: Maria A. Cavallaro DDS
 Business Address: 15255 S. LINDEN LANE
 City: CHAMBERLAIN
 State: CO
 Zip: 80048

SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 10000th Avenue, Cape Town
 Telephone: 021-462-1111
 Fax: 021-462-1111
 E-mail: info@sabc.co.za

SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 10000th Avenue, Cape Town
 Telephone: 021-462-1111
 Fax: 021-462-1111
 E-mail: info@sabc.co.za

June 27, 2018

City Manager David Cassano, City Attorney Scott Cavallaro, Mayor Richard Pardo,
 Council Members & City Staff

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Business Name: Maria A. Cavallaro DDS
 Business Address: 15255 S. LINDEN LANE
 City: CHAMBERLAIN
 State: CO
 Zip: 80048



June 27, 2004

City Manager David Cameron, City of Cary, North Carolina, Mayor Miguel Padilla,
Council Members B. City, NC

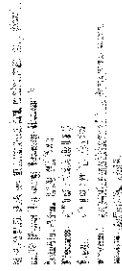
**SUBJECT: REQUEST OF OPERATIONS TO SANTA ANA'S SUPERFUND
SUPPORT THE FEDERAL ECONOMIC DEVELOPMENT PROJECT INVESTMENT
TO GARDENWAY**

Dear City Administration:

In the position of Santa Ana Properties Council, that upon the state of your request, your
committee of a Board Guide was project on Fourth Street with a Committee in
regarding to the Board Guide, which will give the assistance of the committee to
provide a business plan to support demand for the project, currently held by
Santa Ana Properties. This will support and maintain as a team when the economy
has already moved. The fact that the city has developed that and the "planned house" which
every condition as to whether the project plan is in fact a matter of working, and that it
provided support system for a month from the state of your committee, and that it
will be again very positive business which the project, for this reason, that a state of
committee in the "planned house" of the Board Guide way to bring down Fourth Street.

Sincerely,

Business Name: Santa Ana Properties
 Project Name: Santa Ana Properties
 Signature: Miguel Padilla
 Address: 1400 East 10th Street
 Telephone: Santa Ana, CA 92701



June 27, 2004

City Manager David Cameron, City of Cary, North Carolina, Mayor Miguel Padilla,
Council Members B. City, NC

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 Project Name: Santa Ana Properties
 Signature: Miguel Padilla
 Address: 1400 East 10th Street
 Telephone: Santa Ana, CA 92701



SABC
SOUTH AFRICAN BROADCASTING CORPORATION

1000 ...
1000 ...
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Page 1 of 1

Mr. ...
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Dear ...

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SABC
SOUTH AFRICAN BROADCASTING CORPORATION

1000 ...
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1000 ...
1000 ...

Page 1 of 1

Mr. ...
...

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Dear ...

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...

...

SABC
 SOUTH AFRICAN BUSINESS COUNCIL OF
 JARVIS ROAD, SANDHURST, CAPE TOWN
 7613
 Tel: 021 958 7249
 Fax: 021 958 7248
 e-mail: info@sabc.org.za
 www.sabc.org.za



June 27, 2014

City Manager David Carrasco, City Attorney Scott Chavellin, Mayor Mogen Priddy,
 Council Members & City Staff

**SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S PROPOSED
 OPTION TO PURCHASE THE NEW STREET LIGHTS PROJECTING
 TO SAN ANA CITY**

Dear City Representatives,

It is the position of Santa Ana Investors Limited that over the next several years,
 construction of a food grade city project on Fourth Street will require a maximum of
 100,000 sq ft of food grade space. The City of Santa Ana is currently in the process of
 reviewing the Fourth Street project which will be the subject of the vote on the
 10th of July. The City of Santa Ana is currently in the process of reviewing the
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 the 10th of July. The City of Santa Ana is currently in the process of reviewing
 the Fourth Street project which will be the subject of the vote on the 10th of July.

Respectfully,

Name: MEXICALI INVESTORS
 Address: 208 10 4th Street
 Telephone: 714 958 7249

SABC
 SOUTH AFRICAN BUSINESS COUNCIL OF
 JARVIS ROAD, SANDHURST, CAPE TOWN
 7613
 Tel: 021 958 7249
 Fax: 021 958 7248
 e-mail: info@sabc.org.za
 www.sabc.org.za



June 27, 2014

City Manager David Carrasco, City Attorney Scott Chavellin, Mayor Mogen Priddy,
 Council Members & City Staff

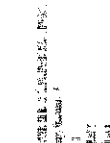
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Respectfully,

Name: MEXICALI INVESTORS
 Address: 208 10 4th Street
 Telephone: 714 958 7249


SABC
 SOUTHERN ASSOCIATION OF BUSINESS COUNCILS
 1000 Peach Street, Suite 100
 Atlanta, Georgia 30309
 Phone: (404) 525-1100
 Fax: (404) 525-1101
 Email: info@sabc.org

June 11, 2004

City Manager David C. Adams, City Manager, Santa Clara County, 40000 Highway 85
 Council Members & City Staff

SUBJECT: STATEMENT OF PROPOSITION TO SANTA ANA TRAVELER'S CENTER FOR THE RIVER VALLEY (SANTANA TRAVELER'S CENTER) PROJECT CONCERNING THE RIVER VALLEY

Dear City Representatives:

It is the position of Santa Ana Business Council that we do not support the construction of a travel center at the project on I-5 near Santa Ana. The construction of a travel center at this location will have a negative impact on the surrounding area. The project is not in the public interest and we do not support it. The project is a waste of money and will not benefit the community. We are already concerned that the project will have a negative impact on the surrounding area. We are already concerned that the project will have a negative impact on the surrounding area. We are already concerned that the project will have a negative impact on the surrounding area.

Sincerely,

Business Name: THOSE BEAUTY SALON
 Personal Name: HEIDI SUE
 Signature: [Signature]
 Address: 3272 W. 4TH ST. SANTA ANA CA 92701
 Telephone: (714) 550-4800


SABC
 SOUTHERN ASSOCIATION OF BUSINESS COUNCILS
 1000 Peach Street, Suite 100
 Atlanta, Georgia 30309
 Phone: (404) 525-1100
 Fax: (404) 525-1101
 Email: info@sabc.org

June 11, 2004

City Manager David C. Adams, City Manager, Santa Clara County, 40000 Highway 85
 Council Members & City Staff

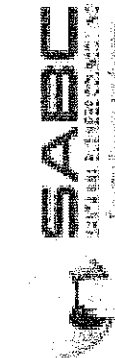
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Sincerely,

Business Name: THOSE BEAUTY SALON
 Personal Name: HEIDI SUE
 Signature: [Signature]
 Address: 3272 W. 4TH ST. SANTA ANA CA 92701
 Telephone: (714) 550-4800



PO Box 1000, Johannesburg, 2000

SAFETY AND SECURITY SERVICES
10000 The Promenade Drive, Suite 100
Beverly Hills, CA 90210
Phone: (310) 487-1234
Fax: (310) 487-1234
www.safesecurity.com

June 27, 2004

City Manager David Cassano, City Assembly, Santa Barbara, Mayor Miguel Pardo,
Council Members E. P. Wolf

SUBJECT: STATEMENT OF OPPOSITION TO SANTA BARBARA'S PROPOSED
EXPANSION OF THE FLYING AIRWAY (FAW) PROJECT (ATTACHED
TO ENCLAVE ABOVE)

Dear City Representatives,

As a representative of Santa Barbara, California, I am writing to you regarding the proposed expansion of the Flying Airway (FAW) project in Santa Barbara. I am writing to you because I am a resident of Santa Barbara and I am concerned about the potential impacts of the proposed expansion on the environment and the community. The proposed expansion of the FAW project is a major development project in Santa Barbara and it is a project that will have a significant impact on the environment and the community. I am writing to you because I am a resident of Santa Barbara and I am concerned about the potential impacts of the proposed expansion on the environment and the community. I am writing to you because I am a resident of Santa Barbara and I am concerned about the potential impacts of the proposed expansion on the environment and the community.

I remain,

Member Name: Carlota Torres de Luna
Position: Assistant Treasurer
Company: GLOBAL POLICE
Address: San N. Bernardino
Telephone: (951) 221-2211



PO Box 1000, Johannesburg, 2000

SAFETY AND SECURITY SERVICES
10000 The Promenade Drive, Suite 100
Beverly Hills, CA 90210
Phone: (310) 487-1234
Fax: (310) 487-1234
www.safesecurity.com

June 27, 2004

City Manager David Cassano, City Assembly, Santa Barbara, Mayor Miguel Pardo,
Council Members E. P. Wolf

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Dear City Representatives,

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I remain,

Member Name: Carlota Torres de Luna
Position: Assistant Treasurer
Company: GLOBAL POLICE
Address: San N. Bernardino
Telephone: (951) 221-2211

SABC
 1000 E. ...
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 ...



Page 21, 2014

Key Manager David ...
 ...
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SUBJECT: ...
 ...
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Dear Sir,

In the ...
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 ...

Sincerely,

Business Name: ...
 Contact Name: ...
 Signature: ...
 Address: ...
 Telephone: ...

SABC
 1000 E. ...
 ...
 ...



Page 22, 2014

Key Manager David ...
 ...
 ...

SUBJECT: ...
 ...
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Dear Sir,

In the ...
 ...
 ...

Sincerely,

Business Name: ...
 Contact Name: ...
 Signature: ...
 Address: ...
 Telephone: ...



SABC
 STATE ASSOCIATION OF BUSINESS COUNCILS

1451 N. 34th Street, Suite 1000
 Phoenix, Arizona 85018
 Phone: (602) 944-2200
 Fax: (602) 944-2201
 e-mail: sbabc@phoenix.sbc.com

John W. Smith

City Manager, Grand Canyon City, Murray Street, Grand Canyon, Arizona, 86001

STATEMENT OF CONTRIBUTIONS TO SANTA ANA'S PROFFERED ASSISTANCE FOR THE FEDERAL HIGHWAY CONSTRUCTION PROJECT TO CLARK COUNTY

Dear City Representative,

It is the pleasure of Santa Ana Business Council to send you this report. The amount of the contribution is \$100,000.00. This amount will be used to assist in the construction of the Grand Canyon City's new 4th Street. The amount of the contribution is \$100,000.00. This amount will be used to assist in the construction of the Grand Canyon City's new 4th Street. The amount of the contribution is \$100,000.00. This amount will be used to assist in the construction of the Grand Canyon City's new 4th Street.

Thank you

Business Name: State Association of Business Councils
 Contact Name: John W. Smith
 Telephone: (602) 944-2200
 Address: 1451 N. 34th Street, Suite 1000
 City: Phoenix, Arizona 85018

1451 N. 34th Street, Suite 1000
 Phoenix, Arizona 85018
 Phone: (602) 944-2200
 Fax: (602) 944-2201
 e-mail: sbabc@phoenix.sbc.com

SABC
 STATE ASSOCIATION OF BUSINESS COUNCILS

John W. Smith

City Manager, Grand Canyon City, Murray Street, Grand Canyon, Arizona, 86001

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Thank you

Business Name: State Association of Business Councils
 Contact Name: John W. Smith
 Telephone: (602) 944-2200
 Address: 1451 N. 34th Street, Suite 1000
 City: Phoenix, Arizona 85018



4800 J Street, Sacramento, CA 95817
4800 J Street, Sacramento, CA 95817
4800 J Street, Sacramento, CA 95817
4800 J Street, Sacramento, CA 95817
4800 J Street, Sacramento, CA 95817

June 27, 2014

City Manager David Corrao, City Manager, Santa Carolina, Mayor Miguel Ballea,
Council Members & City Staff

**SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S REQUEST
FOR THE FUNDING OF THE FUTURE TRANSPORTATION PROJECTS**

Dear City Representatives,

As the past year of Santa Ana Business Council has been an eventful year, consisting of a great number of projects and programs, we are pleased to present to you this statement of opposition to Santa Ana's request for funding for the future transportation projects. The Business Council is a non-profit organization that is dedicated to promoting the economic development of the city. We are pleased to have been able to assist the city in many ways, including the completion of the Santa Ana Convention Center. The Business Council is a non-profit organization that is dedicated to promoting the economic development of the city. We are pleased to have been able to assist the city in many ways, including the completion of the Santa Ana Convention Center. The Business Council is a non-profit organization that is dedicated to promoting the economic development of the city. We are pleased to have been able to assist the city in many ways, including the completion of the Santa Ana Convention Center.

Sincerely,

Business Director: [Signature]
Business Director: [Signature]
Business Director: [Signature]
Business Director: [Signature]
Business Director: [Signature]



4800 J Street, Sacramento, CA 95817
4800 J Street, Sacramento, CA 95817
4800 J Street, Sacramento, CA 95817
4800 J Street, Sacramento, CA 95817
4800 J Street, Sacramento, CA 95817

June 27, 2014

City Manager David Corrao, City Manager, Santa Carolina, Mayor Miguel Ballea,
Council Members & City Staff

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Sincerely,

Business Director: [Signature]
Business Director: [Signature]
Business Director: [Signature]
Business Director: [Signature]
Business Director: [Signature]



SALES OFFICE: 10000 W. 10th Ave., Suite 100, Denver, CO 80202
 Phone: (303) 751-1000
 Fax: (303) 751-1001
 Website: www.sabc.com

June 23, 2014

City Manager David Carrasco, City Attorney Keith Cummings, Mayor Miguel Prieto,
 Council Members & City Staff

**SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA SUPERFUND
 SITES AS THE FUND SOURCE FOR THE CITY AND COUNTY PROJECT CONNECTION
 RESEARCH CENTER**

Dear City Representatives,

On the occasion of Santa Ana Council's recent passage of the proposed project connection to the Santa Ana Superfund sites, I am writing to express my opposition to the project. I am a resident of the Santa Ana Superfund sites and have a vested interest in the health and safety of the community. The project connection to the Santa Ana Superfund sites is a bad idea and should not be approved. The Santa Ana Superfund sites are a source of contamination and the project connection to the Santa Ana Superfund sites will only increase the contamination. The Santa Ana Superfund sites are a source of contamination and the project connection to the Santa Ana Superfund sites will only increase the contamination. The Santa Ana Superfund sites are a source of contamination and the project connection to the Santa Ana Superfund sites will only increase the contamination.

Sincerely,

Signature: Mr. [Signature]
 Printed Name: BOB WELLS
 Address: 12345 W. 10th Ave.
 Telephone: 303-751-1000



SALES OFFICE: 10000 W. 10th Ave., Suite 100, Denver, CO 80202
 Phone: (303) 751-1000
 Fax: (303) 751-1001
 Website: www.sabc.com

June 23, 2014

City Manager David Carrasco, City Attorney Keith Cummings, Mayor Miguel Prieto,
 Council Members & City Staff

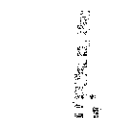
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Signature: [Signature]
 Printed Name: BOB WELLS
 Address: 12345 W. 10th Ave.
 Telephone: 303-751-1000


SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 Private Bag 1191, Johannesburg 2000
 Tel: (011) 735-1111
 Fax: (011) 735-1111
 Email: info@sabc.co.za


SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 Private Bag 1191, Johannesburg 2000
 Tel: (011) 735-1111
 Fax: (011) 735-1111
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SABC
 SOUTH AFRICAN BROADCASTING CORPORATION
 Private Bag 1191, Johannesburg 2000
 Tel: (011) 735-1111
 Fax: (011) 735-1111
 Email: info@sabc.co.za

Subject: **SUBJECT: REQUEST FOR PROPOSALS FOR SANTA ANNA'S FISH FARM REPAIRS ON THE FRED JOHNSON WAY TUNNELS PRODUCT CONSTRUCTION TO GRABEN OFFICE**

Subject: **SUBJECT: REQUEST FOR PROPOSALS FOR SANTA ANNA'S FISH FARM REPAIRS ON THE FRED JOHNSON WAY TUNNELS PRODUCT CONSTRUCTION TO GRABEN OFFICE**

Dear Sirs,

Dear Sirs,

In the position of Santa Anna Fisheries Council that over the next several years, construction of a fish ponds will project on 8 each hectare with a construction in 2004. The project will be completed in 2005. The project will be completed in 2005. The project will be completed in 2005. The project will be completed in 2005.

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Sincerely,

Sincerely,

Business Name: SAVA
 Postal Name: SANTA ANNA FISHERIES
 Service: FISH FARM REPAIRS
 Address: PO BOX 1191 JOHANNESBURG
 Telephone: 011 735 1111

Business Name: SAVA
 Postal Name: SANTA ANNA FISHERIES
 Service: FISH FARM REPAIRS
 Address: PO BOX 1191 JOHANNESBURG
 Telephone: 011 735 1111

DECLARACION PUBLICA DE PROPOSICION

2004-01-01-000000

DECLARACION PUBLICA DE PROPOSICION DE LA COMISION ADMINISTRATIVA DE LA CIUDAD DE BOGOTA, COLOMBIA, EN EL PROCESO DE SELECCION DE LA EMPRESA QUE SE ENCARGARA DEL MANEJO Y OPERACION DEL SISTEMA DE TRAYECTORIAS DEL TRAFICO EN LA CIUDAD DE BOGOTA.

El suscrito, representante de la Ciudad de Bogota, en

El Municipio de Bosa, Colombia, en el Municipio de Bosa, Colombia, Mancomunidad de Bosa, Colombia, en el Municipio de Bosa, Colombia.

Mancomunidad de Bosa, Colombia, en el Municipio de Bosa, Colombia.

- 1. Bosa, Colombia.
- 2. Bosa, Colombia.
- 3. Bosa, Colombia.
- 4. Bosa, Colombia.
- 5. Bosa, Colombia.

Las actividades de esta declaracion de proposicion se refieren a la declaracion de proposicion de la Mancomunidad de Bosa, Colombia, en el Municipio de Bosa, Colombia, en el Municipio de Bosa, Colombia, en el Municipio de Bosa, Colombia.

- 1. Bosa, Colombia.
- 2. Bosa, Colombia.
- 3. Bosa, Colombia.
- 4. Bosa, Colombia.
- 5. Bosa, Colombia.

El suscrito, representante de la Ciudad de Bogota, en el Municipio de Bosa, Colombia, en el Municipio de Bosa, Colombia, en el Municipio de Bosa, Colombia.

El suscrito, representante de la Ciudad de Bogota, en el Municipio de Bosa, Colombia, en el Municipio de Bosa, Colombia, en el Municipio de Bosa, Colombia.

Nombre: Mancomunidad de Bosa
 Firma: [Firma]
 Cargo: Representante de la Ciudad de Bogota
 Direccion: [Direccion]



SABIC
 SOCIEDAD ANONIMA DE BOGOTA
 Calle 100 No. 100-100, Bogota, Colombia
 Telefono: (57) (1) 434 4343
 Fax: (57) (1) 434 4343
 www.sabic.com

June 17, 2004

City Manager David Carreras, City Attorney Ronald Lamolina, Mayor Miguel Boscá,
 Council Members & City Staff.

**SUBJECT: STATEMENT OF PROPOSITION REGARDING THE PROPOSED
 IMPROVEMENTS TO THE BOGOTA METRO RAILWAY (METROBOGOTA) PROJECT CONCEPTUAL
 TO GARDEN DRIVE.**

Dear City Representatives,

It is the purpose of this letter to inform the Board of Directors of the City of Bogota, Colombia, of the proposed improvements to the Bogota Metro Railway (MetroBogotá) project conceptual to Garden Drive. The proposed improvements include the construction of a new station at the intersection of the MetroBogotá line and the proposed improvements to the existing line. The proposed improvements include the construction of a new station at the intersection of the MetroBogotá line and the proposed improvements to the existing line. The proposed improvements include the construction of a new station at the intersection of the MetroBogotá line and the proposed improvements to the existing line.

Sincerely,

Signature: [Signature]
 Printed Name: Mancomunidad de Bosa
 Address: [Address]
 Telephone: [Phone Number]



SAUDI ARABIA
P.O. Box 10859
Riyadh 11159
Tel: (966) 11 833 2244
Fax: (966) 11 833 2244
E-mail: info@sabic.com

Date: 12/20/84

The Manager Saudi Chemicals, Ltd. Attention: Human Resources, Major Signal Point,
Kuwait Municipality, Kuwait.

**SUBJECT: STATEMENT OF OPPOSITION TO SAUDI ARABIA'S PRESIDENTIAL
LETTERS ON THE REJECTION OF THE OFFER OF EMPLOYMENT TO SAUDI ARABIA'S
CITIZENSHIP**

Dear Sirs:

It is the position of Saudi Arab Petroleum Development Company (SAPDC) that over the past several years, Saudi Arabia has been making a concerted effort to attract foreign investment and to develop its oil and gas resources. In this regard, the Saudi Government has taken a number of steps to encourage foreign investment and to attract foreign capital. One of these steps is the offering of Saudi citizenship to foreign investors who invest in Saudi Arabia. This is a step which is being taken to encourage foreign investment and to attract foreign capital. It is the position of SAPDC that this step is being taken in a spirit of goodwill and that it is in the best interests of Saudi Arabia to continue to take such steps. It is the position of SAPDC that the Saudi Government should continue to take such steps and that it is in the best interests of Saudi Arabia to continue to take such steps.

Very truly,
Sincerely,

Business Name: SABIC RESEARCH CENTER, INC.
Home Office: RIYADH, SAUDI ARABIA
Signature: [Signature]
Address: PO Box 10859, Riyadh, Saudi Arabia 11159
Telephone: 201 2244 2244



SAUDI ARABIA
P.O. Box 10859
Riyadh 11159
Tel: (966) 11 833 2244
Fax: (966) 11 833 2244
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Signature: [Signature]
Address: PO Box 10859, Riyadh, Saudi Arabia 11159
Telephone: 201 2244 2244



SABC PARTIAL ALIGNMENT CONCERN, INC.
10000 E. 1st Avenue, Suite 100
Denver, CO 80231
Phone: 303.733.1234
Fax: 303.733.1235
www.sabc.com

June 27, 2014

City Manager David Daniels, City Attorney Susan Corcoran, Mayor Miguel Nolasco,
Council Members, & City Staff

**SUBJECT: STATEMENT OF OPPOSITION TO FACTA ANSA'S PROPOSED
SETBACK ON THE I-70 AND CHESTNUT STREET RAMP PROJECT CORRECTIVE
TO CORRECTIVE ORDER**

Dear City Representatives:

In the previous of Facta Ansa (Facta Ansa) caused that from the same parcel of property...
...the fact that the city has proposed this as the "proposed right-of-way" taken...
...the fact that the city has proposed this as the "proposed right-of-way" taken...
...the fact that the city has proposed this as the "proposed right-of-way" taken...

Sincerely,

Business Name: J. ABEL FERRIS, LLC
Principal Name: ABRAHAM
Signature: [Signature]
Address: 501 N. FERRIS ST.
Telephone: 303.733-3361

SABC PARTIAL ALIGNMENT CONCERN, INC.
10000 E. 1st Avenue, Suite 100
Denver, CO 80231
Phone: 303.733.1234
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June 27, 2014

City Manager David Daniels, City Attorney Susan Corcoran, Mayor Miguel Nolasco,
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Principal Name: ABRAHAM
Signature: [Signature]
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Telephone: 303.733-3361



MEMBER OF THE ASSOCIATION OF BUSINESS COUNCILS OF CALIFORNIA
 1000 North Main Street, Suite 100
 San Jose, CA 95128
 Phone: (415) 938-4200
 Fax: (415) 938-4201
 Website: www.sabc.org

June 27, 2014

City Manager David Corson, City Manager, Santa Clara County, Mayor Miguel Pardo,
 Council Members & City Staff

SUBJECT: REQUEST OF PERMISSION TO SANTA ANA'S REQUESTED
 OPTIONS FOR THE DEVELOPMENT OF A PUBLIC PARKING FACILITY LOCATED AT
 1000 MAIN STREET

Dear City Representatives:

On the part of Santa Ana Business Council (SABC) with respect to the several years
 construction of a third level parking garage for Santa Ana's downtown area
 including the fourth level parking garage and other related construction
 projects in the downtown area, I am writing to you regarding the development of
 a public parking facility located at 1000 Main Street. The project is
 currently under construction. The City of Santa Ana has proposed this as the "preferred" parking
 facility for the downtown area. The project is currently under construction and
 will be completed in the next few months. The project is currently under
 construction and will be completed in the next few months. The project is
 currently under construction and will be completed in the next few months.

Sincerely,

Business Name: PARKING CO. OF AMERICA
 Project Name: Flamingo Garage
 Location: 1000 Main Street
 Address: San Jose, CA
 Contact: Tom PSM



MEMBER OF THE ASSOCIATION OF BUSINESS COUNCILS OF CALIFORNIA
 1000 North Main Street, Suite 100
 San Jose, CA 95128
 Phone: (415) 938-4200
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June 27, 2014

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Sincerely,

Business Name: Flamingo Garage
 Project Name: Flamingo Garage
 Location: 1000 Main Street
 Address: San Jose, CA
 Contact: Tom PSM



SABC
SOUTH AFRICAN BROADCASTING CORPORATION

1000 E. 11th St. Suite 1000
Denver, CO 80202
Tel: (303) 733-3434
Fax: (303) 733-3435
www.sabc.co.za

Date: 04/04/00

City Manager, Herald-Courier, City of Albany, 1000 Broadway, Albany, Oregon 97317

**SUBJECT: TREATMENT OF COMPLAINTS TO SANTA ANITA'S RESTRICTED
ENTRANCE ON THE FIELD COURSEWAY OF THE NATIONAL BIOPHARMACEUTICAL
RESEARCH CENTER**

Dear City Representatives:

In the past year, Santa Anita Biopharmaceuticals (SABC) has been the recipient of several complaints from the general public regarding the treatment of a field courseway located on the Santa Anita's Restricted Entrance on the Field Courseway of the National Biopharmaceutical Research Center. The field courseway is a paved area used by Santa Anita Biopharmaceuticals for the purpose of receiving and storing materials. The field courseway is located on the Santa Anita's Restricted Entrance on the Field Courseway of the National Biopharmaceutical Research Center. The field courseway is a paved area used by Santa Anita Biopharmaceuticals for the purpose of receiving and storing materials. The field courseway is located on the Santa Anita's Restricted Entrance on the Field Courseway of the National Biopharmaceutical Research Center.

Signature:

Name: Megan J. Jorgensen, Supervisor
Position: Director
Signature: [Signature]
Address: 1000 E. 11th St. Suite 1000, Albany, OR 97317
Telephone: 503-882-7100

1000 E. 11th St. Suite 1000
Denver, CO 80202
Tel: (303) 733-3434
Fax: (303) 733-3435
www.sabc.co.za

SABC
SOUTH AFRICAN BROADCASTING CORPORATION

Date: 04/04/00

City Manager, Herald-Courier, City of Albany, 1000 Broadway, Albany, Oregon 97317

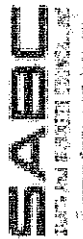
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Signature:

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Position: Director
Signature: [Signature]
Address: 1000 E. 11th St. Suite 1000, Albany, OR 97317
Telephone: 503-882-7100



111 Market Street, 20th Floor, Box 100
 New York, New York 10038
 Phone: (212) 512-2000
 Fax: (212) 512-2001
 Email: info@sabc.com

Page 1 of 1

The Manager, Public Affairs, P.O. Box 100, New York, New York 10038
 Attention: Mr. [Name]

RE: [Name] - [Address] - [City] - [State] - [Zip]

Dear Mr. [Name]:

It is the pleasure of [Name] to inform you that [Name] is now available for
 consideration for the position of [Name] at [Name]. [Name] is a [Name] with
 [Name] years of experience in [Name] and [Name]. [Name] has a [Name] degree
 in [Name] from [Name] University. [Name] has worked for [Name] for [Name] years
 and has been responsible for [Name]. [Name] is a [Name] and [Name] person
 who is [Name] and [Name]. [Name] is [Name] and [Name]. [Name] is [Name] and
 [Name]. [Name] is [Name] and [Name]. [Name] is [Name] and [Name]. [Name] is
 [Name] and [Name]. [Name] is [Name] and [Name]. [Name] is [Name] and [Name].

Sincerely,

[Name]
 [Name]
 [Name]
 [Name]

Letter 12

Santa Ana Business Council, Inc. (SABC)
400 East 4th, Suite 7
Santa Ana, CA 92701

Response 12-1

The Declaration of Opposition from 74 business owners from SABC, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

From: Dennis Dascanio [<mailto:ddascanio@sbcglobal.net>]

Sent: Thursday, July 03, 2014 2:38 PM

To: Fixedguidewaycomments

Cc: Ryan Chase; Gil Marrero; Jon Gothold; Joe Duffy; Davin Gumm; Michael Weisman; Jack Jakosky

Subject: Comments on proposed routes by Downtown, Inc.

Dear Proposed Route Comment Committee,

This comment is being submitted on behalf of Downtown, Inc. (DTI) members. DTI represents the Downtown and Artists Village merchants and property owner's. DTI does not endorse the bus option, option number three. Of the 2 fixed guide options, option number one is the preferred route so that the fixed guide will stay closer to the Downtown and Artist Village business districts. Option number two's west bound route stops at Civic Center at Main and Civic Center at Broadway and leaves the riders too far north of the Downtown and Artist Village. DTI is a strong supported of the fixed guideway project and we stand willing to help as needed.

13-1

Sincerely,
Dennis Dascanio,
Board member Downtown, Inc.

Letter 13

Dennis Dascanio
Board Member Downtown, Inc.

Response 13-1

The support for Streetcar Alternative 1 was forwarded to the decision makers for consideration. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



Proyecto de Alineación Vehicular Santa Ana - Garden Grove

TARJETA DE COMENTARIOS

Sus comentarios por escrito serán compartidos con las persona responsables del proyecto

¡SUS COMENTARIOS SON IMPORTANTES PARA NOSOTROS!

Nombre JOSE RODRIGUEZ Correo Electrónico catana@insur.ave@yahoo.com
 Dirección 312 E 4TH ST SANTA ANA
 Ciudad/Estado/Código Postal SANTA ANA CA 92701 Número de teléfono 714) 210-1710

COMENTARIOS
(por favor escriba con letra de molde claramente)

I prefer the STREETCAR 2

14-1



Si es necesario, continúe al reverso

Letter 14

Jose Rodriguez
312 E. 4th Street, Suite A
Santa Ana, CA 92701

Response 14-1

The support for Streetcar Alternative 2 was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



Santa Ana and Garden Grove Fixed Guideway Corridor

COMMENT CARD

Your written comments will be shared with project decision-makers

YOUR COMMENTS ARE IMPORTANT TO US

Name Jose F Diaz E-mail champurra@comcast.net
Address 1502 W. 9th St
City/State/Zip Santa Ana CA 92703
Phone No.

Comments (please print)

through experience with other projects, we have learned that an original environmental impact report and later changes are added and the community is not get involved. How do you plan to inform the community if changes are later added?

15-1



Use Back to Continue

Letter 15

Jose Diaz
1502 W. 9th Street
Santa Ana, CA 92703

Response 15-1

The EA/DEIR analyzed the environmental impacts based on conceptual engineering. Design refinements may occur as the project's engineering plans are finalized. The evaluation of changes to the proposed project would be conducted in compliance with FTA implementing guidelines for NEPA (23 CFR 771.129) and CEQA Guidelines (PRC Section 15162). Project changes that would not result in new significant or adverse impacts as compared to what has been evaluated and disclosed in this FEIR would be evaluated and documented in an Addendum to the FEIR and possibly an Environmental Technical Memorandum as a supplement to the EA in compliance with FTA and NEPA requirements. Project changes that would potentially result in new or adverse significant impacts as compared to what has been evaluated and disclosed in this FEIR would be evaluated and documented in a supplemental or subsequent environmental document. A supplemental or subsequent document would be subject to the same noticing requirements as the EA/DEIR and public outreach would be conducted to allow community input and participation. For project updates, visit the proposed project webpage at <http://santaanatransitvision.com> or contact Jason Gabriel with the City of Santa Ana Public Works Department at 20 Civic Center Plaza, M-93 P.O. Box 1988 Santa Ana, CA 92702.



Santa Ana and Garden Grove Fixed Guideway Corridor

COMMENT CARD

Your written comments will be shared with project decision-makers

YOUR COMMENTS ARE IMPORTANT TO US

Name Adriana Muñoz E-mail muozadriana@gmail.com
Address 407 Vance St
City/State/Zip Santa Ana Phone No. 714 621 6029

Comments (please print)

Queremos que consideren los efectos que
causarian y como afectarian a las Negocios
escuelas, iglesias, peatones, parques, discapacitados,

We would like you to consider the effects it would cause and how it would affect businesses, schools, churches, pedestrians, parks and the disabled.



Use Back to Continue

16-1

Letter 16

Adrian Munoz
407 Vance Street
Santa Ana, CA 92701

Response 16-1

The EA/DEIR comprehensively assessed the potential for community impacts. The relevant analysis for each of the land uses noted in the comment can be found in the following sections:

- Business – 3.3 Land Acquisition and Displacement, 3.10 Traffic and Parking, and 3.16 Construction
- Schools – 3.5 Community Effects and Environmental Justice, 3.10 Traffic and Parking, 3.11 Noise and Vibration, 3.12 Air Quality, 3.15 Safety and Security, and 3.16 Construction
- Churches – 3.5 Community Effects and Environmental Justice, 3.10 Traffic and Parking, 3.11 Noise and Vibration, and 3.16 Construction
- Pedestrians – 3.10 Traffic and Parking and 3.15 Safety and Security
- Parks – 3.4 Section 4(f) Resources, 3.5 Community Effects and Environmental Justice, 3.11 Noise and Vibration, and 3.16 Construction
- Disabled – 3.5 Community Effects and Environmental Justice

Table ES-3 starting on page ES-17 of the EA/DEIR summarizes the potential adverse effects associated with the proposed project, as fully analyzed in Chapter 3.0 of the EA/DEIR.



Santa Ana and Garden Grove Fixed Guideway Corridor

COMMENT CARD

Your written comments will be shared with project decision-makers

YOUR COMMENTS ARE IMPORTANT TO US

Name FRANK MITCHELL, III. E-mail Frankfacts@yahoo.com

Address 1820 S. GREENVILLE STREET

City/State/Zip SANTA ANA, CA 92704 Phone No. (714) 760-2397

THURSDAY EVENING, 7:45 P.M., JUNE 19, 2014.

Comments (please print)

I LIKE THIS PROJECT!!! GREAT MOVE, PLANNERS AND LEADERS OF THE CITY OF SANTA ANA!

(1) I LIKE IT BECAUSE IT WILL BECOME A POSITIVE ATTRACTION FOR PEOPLE TO EXPERIENCE IN SANTA ANA. IT WILL, IN TIME, BE AN ECONOMIC BOOST.

(AND I OPPOSE GOV. BROWN REDICULOUS TAXPAYER-DRAIN "BULLET TRAIN".

(2) MY ONLY SUGGESTION: EXTEND LINE TO, OR VERY NEAR, OLD DOWNTOWN GARDEN GROVE. DO NOT END IT AT HARBOR BLVD. & 17TH ST.



THAT WILL BE AS USELESS AS THE L.A. "GREENLINE" ENDING AT A NOWHERE AREA OF EL SEGUNDO, SOME 3 MILES FROM L.A.-X.

Use Back to Continue

17-1

17-2

Letter 17

Frank Mitchell, III.
1920 S. Greenville Street
Santa Ana, CA 92704

Response 17-1

The support for the proposed project was forwarded to the decision makers for consideration. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response 17-2

The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. A connection to Old Downtown Garden Grove is beyond the scope of this project. The suggestion to extend the alignment to Old Downtown Garden Grove was forwarded to local agencies for future consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

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TRANSCRIPT OF:
Santa Ana-Garden Grove
Fixed Guideway Project Hearing
Saturday, June 14, 2014

Reported By: Josephine C. Nokes, CSR No. 9098

Job No. 1875692

Pages 1-40

Page 1

Veritext National Deposition & Litigation Services
866 299-5127

1 SATURDAY, JUNE 14th, 2014, 9:25 a.m.
2 * * *
3
4 CITY MANAGER CAVAZOS: We are going to go ahead and
5 get started.
6 So we have an excellent presentation that we've
7 been working on for weeks. This is a combination of years
8 of planning. We have an amazing leadership in the city
9 with the mayor and the council. They unanimously supported
10 this project. We have fantastic consultants. We have an
11 amazing partnership with Garden Grove and the Orange County
12 Transit Authority. We want everybody to know that.
13 The bottom line is, why we're here, we want your
14 input. We want your input. So if you have information and
15 you want to share it with us, that's what this is for. We
16 have a 45-day review period. We've been at this for years,
17 but we have a 45-day review period, and we have three
18 public meetings, one right here by the train station, one
19 in the central city, and then one on the west side, and
20 we'll go over all those dates.
21 I want to make sure that everyone here is an
22 ambassador. I want to make sure that everybody knows that
23 we did an extensive outreach, lots of publications. So
24 what I thought I would do, maybe Jason can come on up and
25 Tanya and just explain a little bit about the outreach we

1 did so everybody knows how we got to communicate.
2 JASON GABRIEL: Absolutely. I'm Jason Gabriel with
3 the Public Works Agency, and to get the message out on this
4 project, we wanted to make sure that we had a very robust
5 outreach. Throughout the process of developing this
6 environmental document, we've had extensive neighborhood
7 meetings with all the stakeholders along the corridor that
8 we could find. We've looked at business owners. We've
9 looked at public agencies, schools. We looked at everybody
10 we can.
11 And then leading up to the release of this
12 document, we focused on identifying all of the folks within
13 500 feet of the corridor of all of the potential alignments
14 of the corridor to make sure that we get that outreach out
15 there. That's based on the tax roles from the county,
16 identifying each address, whether it's the property owner,
17 and in a lot of cases we tried to identify individual
18 tenants of apartment complexes at least, if not the person,
19 but at least the unit, so that the notice could go to all
20 of those folks.
21 So from that regard, we did print that postcard
22 out several weeks ago, just at the release of the document
23 and we feel that we've done a lot to get out to the
24 community and gave a lot of opportunities to provide input
25 throughout this last four or five years, so.

1 CITY MANAGER CAVAZOS: Also newspaper articles. Do
2 you want to add anything, Tanya?
3 TANYA LYON: We also posted all of the documents, the
4 postcards, also at every single community center and senior
5 center that we have in the city, as well as I believe some
6 locations in Garden Grove, their city hall, our city hall.
7 And if anyone is interested in reading the actual EDA, it's
8 listed right there at I believe six different locations
9 within the city as well as on-line. We also did send out a
10 press release and will continue our outreach efforts to
11 communities and businesses along the route and we're
12 reaching out to other businesses as well.
13 CITY MANAGER CAVAZOS: Thank you. Thank you so much.
14 Does everybody have a card? If you want to give us input,
15 use one of these cards. They're in different languages.
16 Where is our translator? We have the
17 translation all set up for anybody who needs it.
18 UNIDENTIFIED SPEAKER: We don't have anybody.
19 CITY MANAGER CAVAZOS: Okay, you're good today. You
20 get paid anyway. Don't worry.
21 All right. I'm going to try to make this fun and
22 entertaining. Thank you for being here. It's a Saturday
23 morning, but it's very, very important.
24 I have a lot of light rail experience, a lot of
25 transit experience. I'm a big believer in public transit.

1 I took the bus for nine years and I took the train for two
2 years. The bottom line is, I took the bus because I had
3 to. I couldn't afford two cars. I took the train because
4 I wanted to. So I'm very, very excited about light rail.
5 So we'll go through this. I will try and speak
6 loud so everybody hears me. If anybody cannot hear me, let
7 me know, but I'm going to go slow because there's
8 translations that may be occurring and we want people to
9 have an opportunity to hear that.

10 So the purpose of the meeting is to get your
11 input. Someone asked me, what's your preference? I don't
12 have one. My preference is going to be the one that the
13 public supports that makes the most sense for a variety of
14 reasons and we'll talk about that. So after a 45-day
15 review period, we'll make a recommendation. It's
16 inappropriate to make one now. It's very inappropriate.
17 So we want your input.

18 We do have other meetings. We have two more. I
19 really worked hard to make sure we had multiple meetings so
20 everybody has an opportunity at different locations,
21 different times. I don't want anybody to say that they
22 didn't have time to come to the meetings. There's three
23 different meetings. We'll talk about the locations where
24 the environmental assessment, the Draft Environmental
25 Impact Report is located, and then we'll talk about how to

Page 5

1 submit comments.

2 We really want to get the word out. Today is
3 June 14th, 9:00 o'clock, Garfield Center, here. Tuesday,
4 June 17th, 9:00 a.m. to 12:00 p.m., Santa Ana Police
5 Department community room. And then Thursday at night,
6 from 6:00 to 9:00. So if you couldn't come on the weekend,
7 you want to come during the day, you want to come at night,
8 there's three different times for people to give their
9 input.

10 And by the way, there's not a lot of people here.
11 It's not a bad thing. We've been at this for years. We've
12 had a lot of communication. We've had a lot of council
13 meetings. It doesn't mean that it's bad. I had budget
14 hearings in Phoenix where there's 1.6 million people and
15 five or six people would show up. Why? Because they liked
16 the budget. They were happy with it. They had things to
17 do. When we were cutting the budget my first year, 5,000
18 people showed up, okay. So not having a thousand people is
19 not a bad thing. I want people to know that.

20 Next slide. We have the environmental assessment
21 and the DEIR available at several places. Do we have a
22 copy here?

23 TANYA LYON: Yes.

24 CITY MANAGER CAVAZOS: And then, Tanya, why don't you
25 pass them around so people can thumb through it just to see

Page 6

1 it, but we have this available if you want to go look at
2 it. We have it available on-line. We have it available
3 all these different locations, right.

4 It's a very interesting document. There was a
5 lot of work that was involved, a lot of work that was
6 involved. The consultant and the team did a great job, but
7 these are all the places you can go to. You can go to the
8 public library, Rosita Park, the transit station, Garden
9 Grove City Hall, Orange County Transportation Authority,
10 and then it's on-line, and so those are all the places that
11 it's available.

12 Next slide. This project background is something
13 that the voters wanted. This is an initiative that was
14 approved by the voters and it was Measure M and it was
15 voted on and it was initiated in 2006. It's a partnership
16 between Orange County Transit Authority and local cities.
17 We have to foster transit connectivity and expand the reach
18 of transit so everybody can use public transportation to
19 get to their place of worship, to their job, to where they
20 work, all different kinds of things. And we wanted to, the
21 goal was to identify the best projects for consideration.
22 There are 35 submitted. 31 of them related to buses and
23 shuttles and there were four rail projects.

24 Next slide. Two of them were selected for
25 further consideration, Anaheim and Santa Ana-Garden Grove

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1 and Santa Ana-Garden Grove of course is what we're here to
2 talk about today.

3 When I went to visit OCTA, I noticed that every
4 single element of the vision was being fulfilled except for
5 one, no light rail. So here we are today. If we can do
6 this, that full vision will be achieved. So here's the
7 vision, an integrated and balanced transportation system
8 that supports the diverse travel needs and the character of
9 Orange County, and then we have the mission, develop and
10 deliver transportation solutions to enhance quality of life
11 and to keep Orange County moving.

12 Next slide. So it started in 2007. Modern
13 streetcar system was one of the two rail projects selected,
14 as I mentioned, and then we began the analysis,
15 environmental review, five years ago in 2009, and we
16 finished that in the fall of 2012.

17 This is a study area. We have a nice map here.
18 We've got lots of places to see it. But if you look at the
19 boundaries, 17th Street/Westminster Avenue on the north,
20 First Street on the south, Grand Avenue on the east, and
21 Harbor Boulevard on the west. It's about 4.1 miles, 8.2 if
22 you take it back and forth from the furthest points.

23 Three different alternatives were considered.

24 One was the bus, rapid transit, and then of course, the
25 streetcar. You do have different alternatives and we want

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1 your input. Jason, show them the card again.
2 JASON GABRIEL: Here are the cards.
3 CITY MANAGER CAVAZOS: Tell us what you want. I want
4 streetcar one. I want streetcar two. I don't want any
5 streetcars. Whatever it is, just tell us. We want your
6 input. We need your input. And you don't have to do it
7 today. You can think about, have a meeting, talk to your
8 friends, take a vote, and then send it in by email, fax,
9 et cetera, et cetera.
10 And here are the challenges and the benefits for
11 streetcar alternative one. One benefit, it serves the
12 greatest number of transit dependent households. There's a
13 lot of people that depend on transit. Highest daily
14 ridership. One experience I have is that whatever your
15 ridership projections are, they're usually overachieved.
16 If they say they're going to do this, it's going to be much
17 greater. People are always worried about ridership. I
18 guarantee you, it's going to be full. The people are going
19 to use the train, the light rail. Operations and
20 maintenance costs are one of the things that we focused on
21 to keep those costs low, and of course what is the best
22 land use.
23 Some of the challenges are, it does impact some
24 parking. The good news is, the streetcar, because it's in
25 the traffic lane, you could still have parking. Maybe a

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1 smaller amount of parking, but you can still have parking
2 in the vast majority of cases on both sides of the street.
3 so there are options there for us.
4 No. 2, it will operate westbound on Civic
5 Center and eastbound on Fifth Street, but there are some
6 challenges. Longer, more circuitous route. The longer
7 route means greater costs, about seven percent higher
8 costs, and it does have a little bit of a more significant
9 rider impact for streetcars.
10 And then there's the bus option. Of course, your
11 capital costs are going to be lower up front because buses
12 are cheaper than the light rail vehicles. It doesn't
13 require any additional right-of-ways. There's really no
14 adverse impact on the environment. But the challenges are,
15 it's the lowest daily ridership, so the impact on ridership
16 is not positive. Buses are smaller, less capacity.
17 They're less efficient. The boarding is not as convenient
18 and it provides very, very little economic development.
19 In general, economic development should not be a
20 driving force, but if you live along the light rail or have
21 a business there, the economic impact is usually five to
22 one. So for every dollar invested in infrastructure, you
23 get about a \$5.00 return. That's a general rule of thumb.
24 Some places are lower. Some places are higher. But that's
25 in my experience what I've seen.

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1 So why the streetcar? They're very reliable. I
2 remember when I lived off the streetcar in Phoenix, I told
3 someone out of my bedroom window, I actually could see the
4 station and I would send a text and they would say that a
5 streetcar would be there in five minutes. I'd look in the
6 mirror, go like this, walk down my stairs, go down the
7 stairs and across the street, and the train's waiting for
8 me. Isn't that beautiful?
9 Who takes the bus here? Nobody? You do. I used
10 to wait at the bus. It was like an eternity. When's it
11 coming? When will it get here? You never know. But the
12 trains, they run on time and it's awesome. Very friendly
13 environmentally obviously. It does foster walkability,
14 more pedestrian.
15 Again I mentioned the economic development. And
16 it's very compatible with the scale and the character of
17 the city. Especially Santa Ana. Santa Ana used to have a
18 streetcar. I remember working at the library, and it had a
19 nice streetcar, a red streetcar. It used to go down Fourth
20 Street.
21 This is something that's really, really
22 surprising. Who's seen this chart? Density. Density is
23 like the driving force behind mass transportation. The
24 higher density, the higher need for mass transportation. I
25 showed this to the Orange County Transit Authority board

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1 director. I don't think half of them knew it, but when you
2 look at this, there's two cities in America that are among
3 the top 15 in density. They're both in Orange County and
4 they're the only ones that don't have a streetcar or light
5 rail. And Santa Ana's No. 4. Almost 12,000 people per
6 square mile. This is a very dense city. Poster child for
7 a streetcar. We're in between Boston and Chicago. Very,
8 very interesting. So there it is, density.
9 How do the costs compare? Well, when you look at
10 a house or look at something over the long term, you have
11 to take all the costs into consideration. What you find
12 out, for what I believe is a very, very high level of
13 service, the cost for the streetcar is right in line with
14 the cost for the bus. So the total cost over 25 years
15 capital, O & M, for the bus is 363. You can see the
16 streetcar one is 361 and the streetcar two is a little bit
17 higher. And that's our study and analysis, and so we
18 believe that when you look at the costs, the streetcar
19 actually can come in either the same as the bus or in some
20 cases even lower.
21 Next slide. One of the things that we did with
22 Orange County Transit Authority is we said, we're partners.
23 Partners meaning that you have a partnership of
24 participation and so we agreed that 10 percent of the net
25 cost that Santa Ana would participate in is estimated at

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1 between five or 600,000 once this is up and running, and
2 the city council, based on my recommendation, voted
3 unanimously to support that. We sent that to the OCTA.
4 They're doing a study right now to look at implementation
5 options and also a financing plan, but it's really good for
6 them to have a commitment from the City of Santa Ana for 10
7 percent of the costs, so there it is.

8 We also are looking at options. Of course we're
9 working with the Transit Authority. We're looking at local
10 Measure M2 monies that come in, federal funds. Again, this
11 is a very, very desirable project from a transit
12 perspective at the federal level, state funds, the fare
13 box. We can get advertising fees and also we can look
14 towards developer contributions. A lot of times they will
15 contribute to the projects, which is really good.

16 So what is the purpose of the environmental
17 analysis? We want everyone to know that the environmental
18 analysis is focused on the following key areas. What's the
19 effect on the community? What about environmental justice,
20 visual quality, cultural resources, parking, noise and
21 vibration, air quality, and construction. All of these are
22 things that we are considering and getting input on in
23 terms of what we look at. And all of this, and everything
24 that we're doing, that's why it takes so long, it's taken
25 years, years to do this, and it's in compliance with the

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1 National Environmental Policy Act and the California
2 Environmental Quality Act requirements. That's why it
3 takes five or six years to get this done. You have to do a
4 really good job in analyzing all of these impacts.

5 So when looking at the route, we want to make
6 sure that we serve the people, especially those that are
7 transit dependent, people that need a bus, people that need
8 a train. Not everybody can afford a car. Cars are
9 expensive. Gas is like, wow, forget about it. It's really
10 expensive. I was talking to someone this morning and they
11 were telling me they bought an electric car, and he goes,
12 wow, my electric bill went up, but my gas was four times as
13 high. So it's really saving money. This train system's
14 going to run on electricity.

15 Ease of use and ridership, nice stations. People
16 can put their bike in there, people that have accessibility
17 issues, it's better for them. We want to get people's
18 input from the communities, and of course the economic
19 development potential.

20 So what's happening in the future? We've got
21 more action. After we get your input, we're going to
22 review it, we're going to look at all your comments, and
23 then we're going to make a recommendation to the city
24 council that this is the local preferred alternative. This
25 is the route that we're recommending and here's the reasons

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1 why. So that will happen in August.

2 And then we're going to go back to our partner
3 with the Orange County Transit Authority and acknowledge
4 that we've completed the step to make sure that they're
5 also in agreement, and then right now it's scheduled for
6 October. Maybe we can do it sooner, and we can go ahead
7 and certify the DEIR based on the input that we got. And
8 then our goal would be in October that the Federal Transit
9 Administration would find no significant impact, and then
10 based on what else we picked up determine the schedule,
11 financing, and implementation and we go to work.

12 Now, I will tell that you we have done such a
13 good job that the Federal Transit Authority took three days
14 to review our environmental document and said, go ahead and
15 release it. So that's a good, good sign that we've done a
16 lot of good work.

17 We're going to address every single comment here
18 in the public review process. We will certify the
19 environmental document, again posting TAs and a funding
20 plan, and we'll do a funding agreement to make sure that
21 there's no confusion. We'll do construction and then
22 operations of course will occur probably a couple years
23 later if everything goes according to plan.

24 So we want your comments. Give us your input.
25 It's a quarter to 10:00. We'll be here until however long

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1 you want us to be to get your comments. You can give it to
2 us today, just hand it to us, right. Who can they give it
3 to?

4 JASON GABRIEL: Just leave them here and we'll collect
5 them.

6 CITY MANAGER CAVAZOS: You can mail them to us. You
7 can email them to us. You can fax it to us. You can give
8 it to us on-line. And they can give it to us now. We'll
9 take them verbally right up to speed, perfect. Does
10 anybody want to talk to the court reporter?

11 MADELEINE SPENCER: Yes. Also are we having public
12 comments or is that not happening here right now?

13 CITY MANAGER CAVAZOS: So who wants to make public
14 comments? Okay. Can you do that? Can you take her
15 comments? Okay. You first, Madeleine.

16 MADELEINE SPENCER: Okay. You want me to give my
17 public comments?

18 CITY MANAGER CAVAZOS: Yeah.

19 MADELEINE SPENCER: I'm just going to start with just
20 where we are right now, which is in this room. So this
21 meeting today has about probably 10 people in it. You said
22 that there's not a single person in here who needed
23 translation.

24 There is -- I see one of the property owners who
25 have a business downtown and there's a new person here who

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PH1-1

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1 I spoke to from Oregon, and I live in the French Park
2 community. I know that this guideway's going to come
3 through. I never received and I know that multiple people
4 in my neighborhood never received any kind of flier for
5 this meeting, and I got mine from a community center, so
6 that part is also true.

7 Many of the people in this city it's known are
8 renters. They're not actually property owners. So unless
9 you guys are doing outreach to property owners, you said
10 that you guys went to neighborhood associations. There's
11 64 neighborhoods in this city, and of those there's
12 probably about 15 that are active neighborhood
13 associations. So I'm curious to know specifically what
14 were the neighborhood association groups that you guys
15 spoke to on this fixed guideway.

16 The other questions that I have have to do with,
17 we'll start with the article that came out recently that it
18 was talking in the Register of the differences between this
19 project and the project that actually is being done in
20 Anaheim or is being talked about. And I want to know for
21 the same reasons that Tate described how that's not going
22 to be happening here which is, he said, years of disruptive
23 construction, traffic congestion, mostly empty streetcars,
24 injured residents and a money pit residents cannot afford.
25 Vintage trolleys that cater to tourists.

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PH1-1
cont.

PH1-2

1 I took the actual transit system tour with Jill
2 Arthur before she was fired and I heard exactly what the
3 idea of this transit system being for was, a judge from
4 Dana Point -- these are her words -- coming down to Santa
5 Ana and that being judge being able to go to work from,
6 first come down the Metro Line, come to work, get on the
7 transit system, go up and work at the courthouses. Then be
8 taken back downtown to go to lunch and then be taken up to
9 our, which we don't have now, Willowick Golf Course to play
10 a round of golf.

11 Now those things -- oh, and Tallahassee,
12 Tennessee, she says if there's people who come in from
13 Tallahassee, Tennessee, to Disneyland, that maybe, you
14 know, one day they don't want to go to Disney. They just
15 want to come to downtown Santa Ana and have a good time at
16 the nightlife. So this transitory is not specifically
17 being made for the people who actually live in the City of
18 Santa Ana and it's not going to connect to what's happening
19 in Disneyland.

20 And it says it's for bus averse riders. Now the
21 demographic of this population here, everybody in this
22 room, one person said that they're a bus rider, but the
23 population of the City of Santa Ana, there's a vast number
24 of people that ride buses and none of them are in this
25 room, so, and there's a lot of things that could be done to

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PH1-3

PH1-4

1 actually help our bus systems here.

2 We have -- it says, spur economic development.
3 Now you know, for big buildings like Mike Carrea's
4 building, downtown you have to have a certain number of
5 occupancy before you can actually make that building. I
6 would like to know the number of businesses that are
7 planning on coming in according to the plan that Mr. Polido
8 says are going to be along this transit system because if
9 we don't have occupancy, I don't know in what way all these
10 businesses are going to flock to Santa Ana to come up along
11 this rail.

12 Tate said, I worry about seeing empty streetcars.
13 Streetcars are fixed, and once you put them in, you can't
14 change the route to meet the demand. Morlock says that
15 it's novel. It's not safer than a bus. It's not more
16 flexible than a bus.

17 240 million dollars in investments is going to
18 help to shape the quality of life in Santa Ana. Now 240
19 million dollars in investments, we were at a meeting to get
20 STIP funding so that people would stop getting hit because
21 people are regularly hit on streets here, on both their
22 bicycles and in walking, and they said in Orange County, it
23 was Lucy Dunn said, I'm sorry, we are broke in Orange
24 County, and we cannot actually give STIP funding to help
25 the number of people that are dying walking across streets

Page 19

PH1-4
cont.

PH1-5

1 here.

2 This also creates a safety issue. They've shown
3 that these guideways lots of times are hitting people and
4 there's an actual school. In one of the routes that you
5 guys are describing, there is actually a school that
6 children are going to be walking across this line. So I
7 have questions about that.

8 And then the other thing is -- oh, another thing
9 is properties. In this city, talking about businesses, we
10 have about 242 properties with 781 spaces that are vacant
11 in the City of Santa Ana and that's commercial, retail, and
12 industrial spaces. Those spaces are not filled now. We're
13 losing money and tax dollars on those spaces and we're
14 talking about bringing in new businesses. Why not fill up
15 the spaces that are already vacant in the city with
16 businesses so that we can actually take care of that.

17 And in San Francisco, there was something called
18 the Six Big Winds with breakthrough communities and one of
19 the things that they were required to do when they put in
20 their transit system was an equity analysis. And I'm just
21 going to tell you guys, an equity analysis, what exactly is
22 that? It's an executive order that was codified with a
23 renewed concern about the effects of government activities
24 on minority and low income populations. It states that
25 each federal agency shall make achieving environmental

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PH1-5
cont.

PH1-6

PH1-7

1 justice part of its mission. You said that there is an
2 environmental justice component in this, but specifically
3 these would be qualitative measures, but the renewed
4 concern for equity impacts of government actions --

5 THE COURT REPORTER: I'm sorry. Can you slow down
6 just a little bit.

7 MADELEINE SPENCER: Yeah, actually you know what, I
8 will write in specifically what I'm saying so that you have
9 it.

10 THE COURT REPORTER: Okay, thank you.

11 MADELEINE SPENCER: But a renewed concern for equity
12 impacts of government actions has strong resonance in the
13 transport policy arena because in transportation,
14 throughout history, it's been used to affect minority
15 populations, and this actual study would help to avoid and
16 minimize and mitigate disproportionately high and adverse
17 human health environmental effects, including socioeconomic
18 effects to the minority population and low income
19 populations to ensure full and fair participation by all
20 potentially affected communities in transport and decision
21 making processes.

22 This transit system actually goes in the opposite
23 direction of where most people in this city go to work,
24 which is the other way. So if these things have been
25 checked in those neighborhoods, there would actually be

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PH1-7
cont.

1 documentation showing that that is in fact the case, and to
2 prevent the denial or reduction in a significant delay in
3 the recipients of benefits by minority and low income
4 populations.

5 So there's nobody in this room, although the city
6 is 80 percent Latino, there's nobody in this room that
7 needs the equipment that's in the back, which shows that
8 there's actually something wrong with the way you guys are
9 doing outreach, and if there's about 10 people in this
10 room, it's not because everybody's happy. That's all.

11 CITY MANAGER CAVAZOS: Thank you so much for those
12 comments, and if you can put those on a card, that's great.
13 Otherwise we'll do the best we can to capture the
14 information and that will be part of the record and then
15 we'll respond to each of those comments. Thank you very
16 much.

17 UNIDENTIFIED SPEAKER: I just want to say one thing,
18 that I agree with the one thing that Madeleine said was
19 that I also live in the area and I never received anything
20 in the mail and I am a property owner. I did get
21 everything by email. So if the outreach is by mail, just
22 try to stay a little bit more on top of that.

23 But I would like to know if you've already
24 figured out how much it would cost for people to take the
25 light transit because I think the majority of the people

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PH1-7
cont.

PH1-8

PH1-9

1 that will be using it will be the ones that take the bus.
2 And then also the stops along the route, I think it would
3 be nice if they were all in conjunction with the normal bus
4 stops so then that way people will know.

5 I personally think it's a great thing. I like
6 No. 2 better than No. 1 because it's going to go down
7 Fourth Street. And I think the reason why a lot of people
8 aren't here is because it's Saturday morning and I
9 struggled to get here myself.

10 CITY MANAGER CAVAZOS: We have three different
11 options.

12 UNIDENTIFIED SPEAKER: You said you liked No. 2
13 because it goes down Fourth Street?

14 UNIDENTIFIED SPEAKER: No, No. 1. I don't like the
15 one going down Fourth Street.

16 UNIDENTIFIED SPEAKER: Okay.

17 UNIDENTIFIED SPEAKER: I have a question.

18 CITY MANAGER CAVAZOS: And we would love your
19 comments. Let's go in order. Madeleine first. You're
20 next.

21 UNIDENTIFIED SPEAKER: I just wanted to know, is there
22 going to be a Q & A after this?

23 CITY MANAGER CAVAZOS: There's no Q & A. We've been
24 at this for five years. Any kind of question that you
25 have, we're going to document and then we're going to

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PH1-9
cont.

1 respond to as part of the Environmental Impact Report. She
2 had dozens of questions in that statement. Some of the
3 information we don't have. For example, just as an
4 example, I don't know what the cost is going to be. We
5 don't know that yet. That's part of the financing plan
6 that OCTA is doing. I will tell you that historically it's
7 been a little bit higher than the bus, but it's not been
8 something that has been a detriment for people to use. So
9 go ahead.

10 UNIDENTIFIED SPEAKER: I'm just saying, this is kind
11 of the first real experience I've had with this plan, so I
12 was curious if there's going to be a Q & A session
13 afterwards because I had a couple questions.

14 CITY MANAGER CAVAZOS: Oh, you can stay afterwards and
15 we can do that. It just can't be part of the public record
16 because this is input.

17 Yes, sir.

18 UNIDENTIFIED SPEAKER: I did receive the notice in the
19 mail.

20 CITY MANAGER CAVAZOS: Good. Congratulations. We go
21 a hit.

22 SEAN PULICH: I live right on Santa Ana Boulevard so I
23 would be directly affected by this. I grew up in San Diego
24 and I'm a big fan of the streetcar system down there. I
25 went to San Diego State and the streetcar was finished a

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PH1-10

75A-240

1 year after I graduated, so I never got to take advantage of
2 it, but it was a great tool because parking there was
3 hysterical.

4 My statement or I guess my question or however,
5 as this project develops, there's opportunities for retail
6 to develop jobs. One of the main reasons I moved here was
7 the Center Line project, which was a predecessor of this
8 one, but the opportunity for retail along Fifth Street, if
9 Fifth Street is the corridor for return, that could
10 activate a very dead street as well as the train station
11 which is -- and you've heard me say this -- it's our most
12 under-utilized asset. So I'd love to see retail, and you
13 know, biggest level of affordability homes there, just to
14 create a sense of activation.

15 The problem is, one of the comments I've heard
16 about this development is that it's a streetcar to nowhere.
17 I would definitely use it to go downtown. By the time it's
18 completed, I will probably qualify for the senior discount,
19 but I don't know anybody who is like, hey, let's go to
20 Garden Grove, right. I understand it's going to be a
21 transportation hub, but ultimately I would love to see the
22 city, at least our end, capitalize as we're putting down
23 the effort to create tax revenue over at the train station
24 as well as at the post stops. So thank you.

25 CITY MANAGER CAVAZOS: Again, not a response, but I'll
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PH1-10
cont.

1 talk to you after the meeting. I have a lot of experience
2 with these projects and how well they've done and I'll
3 share that with you after the meeting. Here we're just
4 getting input. Anybody else have input? Yes.
5 RUBY CARDENAS: My name's Ruby Cardenas. I'm on the
6 Environmental and Transportation Advisory Commission, and I
7 mean we've talked a lot about this project. I have
8 personally some concerns. I live on Santa Ana Boulevard,
9 and I know there's two schools right next to each other
10 Romero, and I can't remember the other one.

11 UNIDENTIFIED SPEAKER: Harvard.

12 RUBY CARDENAS: Yeah. So it's a concern with safety,
13 you know, how fast is this transportation going to be going
14 through that street, and also the parking. Parking is also
15 already an issue. You have to schedule in your visitors,
16 so that way you have parking on that street.

17 Also one of the major concerns with this
18 transportation is, like Madeleine had pointed out, is it
19 going to help the community that's taking the public
20 transportation? And something to take into consideration
21 is, if you pay, for example, a bus pass, is that going to
22 help you be able to use this, that it's interchangeable,
23 because if it's an extra cost, I really don't see how
24 people can take advantage of it if it's to get to work or
25 to get to where they need to go to.

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PH1-11

PH1-12

1 I would also prefer if -- I would prefer a whole
2 other option, but that's not one of the alternatives, if it
3 would have been Civic Center since it's already a street
4 that's pretty open, there's no parking on parts of the
5 street, but alternative to going through Fifth Street.
6 Like you had pointed out, there's so much of Santa Ana
7 that's not utilized, like even having restaurants in front
8 of the courthouse, you know, it's a beautiful courthouse,
9 and so I would also prefer that option.

10 I know with the committee I'm in, with ETAC,
11 we've been wanting to have a meeting where we could voice
12 our opinion about what alternative we prefer. I would like
13 to -- I know because we were having these meetings, we
14 didn't want to confuse the public, but if there's a way we
15 could have this meeting after these meetings are done, I
16 think that's a request that I would like to have. I speak
17 probably for the group because in our last meeting, it was
18 something we really wanted to do.

19 CITY MANAGER CAVAZOS: Thank you so much. Anyone else
20 that wants to make their comments to the public, we do have
21 a court reporter that will take your comments, and again,
22 you can email, fax.

23 SEAN PULICH: I did have one concern. With the
24 (inaudible) and the Cinco De Mayo events, if you guys do go
25 down Fourth Street, I was just curious how that would work

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PH1-13

PH1-14

1 in conjunction with those events because Fourth Street is
2 usually closed off due to the awesomeness that happens
3 there.

4 CITY MANAGER CAVAZOS: Sure, those are all operational
5 issues. Again, I can't answer questions. I'll be happy to
6 talk to you after that.

7 SEAN PULICH: And these are just things that I'm sure
8 a lot of people would just be curious about. I have no
9 idea.

10 CITY MANAGER CAVAZOS: In my experience we have had,
11 again, in Phoenix, we had parades, we had marathons, we had
12 NFL games, we had NBA basketball, and we were able to
13 manage all that. It works.

14 Open comments about the options and the transit
15 authority?

16 RUBY CARDENAS: I forgot something, too.

17 CITY MANAGER CAVAZOS: And your name again because
18 this is all official.

19 RUBY CARDENAS: Again, it's Ruby. Just something to
20 also right now that you brought up Fourth Street, if
21 there's construction and how long it's going to be, I
22 really think it's going to impact the businesses there,
23 rather Fifth Street that's not as much used or there's not
24 a lot of businesses. I don't think it would be as
25 impacted.

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PH1-14
cont.

PH1-15

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1 Also, I don't know if it's misleading. On a lot
2 of the advertising, it already has it on Fourth Street, so
3 it gives this impression, like the picture that you used at
4 the beginning of this power point, that was also utilized
5 in the newspaper and that was also on the web site, it has
6 it on Fourth Street. So people when they see that, they
7 already assume that it's already set up.

8 CITY MANAGER CAVAZOS: Do you notice anything? We had
9 to put a picture somewhere. Historically they had a
10 streetcar that was once on Fourth Street so we chose that,
11 but it's one of the options, but all of the options are
12 what we want to hear about from you today.

13 RUBY CARDENAS: And also making it a little bit more
14 attractive. I don't know if it's just like a generic one
15 that you're using for advertising, but making it more
16 attractive for people to want to ride it. A lot of people
17 don't want to ride public transportation because they have
18 negative connotations of people who have never taken it.

19 CITY MANAGER CAVAZOS: So make the train more
20 attractive?

21 SEAN PULICH: Make it gold.

22 CITY MANAGER CAVAZOS: We can vote on colors later
23 once the train is done.

24 Okay, anybody? Hold on a second. We got to go
25 in order here. So we want your comments, and that's what's

Page 29

PH1-16

PH1-17

1 nice about it. So who hasn't spoken yet? We want to get
2 your comments. Because the real goal here, this is a very
3 scientific approach. This is not a meeting to get applause
4 and stuff like that. We want to get your input. We've
5 spent millions and millions of dollars to get the
6 environmental assessment done. This is a very serious
7 project. So we have to get the input. We have a court
8 reporter and we have to respond to it, and all of those
9 comments will go to the federal government as part of our
10 submission. Yes, sir.

11 RAUL YANEZ: My name is Raul Yanez. I'm a business
12 and property owner here in downtown Santa Ana for 35 years.
13 You were talking about meetings that you already had with
14 the associations in the community. I never seen any
15 information about those meetings like Madelaine says. This
16 is the first time that I hear about this meeting and that's
17 why I'm over here.

18 My concern is that, I'm concerned about the
19 streetcar going on Fourth Street. Back in the eighties we
20 had remodeling on the street. It just ruined the business
21 for whatever time it takes. But back then in the eighties,
22 the economy was really good. These days the economy's
23 really, really bad. It's getting better, it's there, but I
24 think it's not the right time. Well, if you choose --
25 which one is the one on Fourth Street, No. 2, No. 1?

Page 30

PH1-18

PH1-19

1 CITY MANAGER CAVAZOS: Just tell us what you want. We
2 just want your input.

3 RAUL YANEZ: I would like No. 2.

4 CITY MANAGER CAVAZOS: No. 2?

5 RAUL YANEZ: No. 2, yes.

6 CITY MANAGER CAVAZOS: You want No. 2?

7 RAUL YANEZ: No. 2, which goes on Third or Fifth
8 Street.

9 CITY MANAGER CAVAZOS: That's what we wanted. We
10 wanted your input. Okay, who hasn't spoken yet?

11 All right. Now we're going to go to people who
12 spoke already if they want to talk again. Go for it.

13 TISH LEON: I'm actually in the downtown neighborhood
14 association and I was actually involved with this at the
15 very beginning when they called certain community leaders
16 to be in the steering committee when this was just a
17 concept. I forget what year. And I've been to numerous

18 Q & A's, but what's really bothered a lot of people is like
19 because many of you, this is the first time you've been
20 here and so you can't get the answers to your questions
21 during this, and I know that this bothered some people when
22 it was at the Amtrak station a couple of years ago, and so
23 hopefully you can have another Q & A.

24 CITY MANAGER CAVAZOS: I can't really -- so what's
25 happening here is that we've been doing this for how many

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PH1-19
cont.

PH1-20

1 years? Five years. How many millions of dollars?
2 Millions of dollars. And we've gotten all the input and
3 now these are the options and this is what we're presenting
4 forward and we want to have three of these meetings to get
5 people's input. Do you like No. 1? Do you like No. 2? So
6 we have to take all of that and then put it in a body of
7 paper and I can't do the Q & A because I don't have the
8 answers to all the questions. We actually have to sit
9 around a table and document it. You mentioned 400
10 vacancies, 300 this. I don't have all the information.

11 After this meeting, I'm willing to stay with
12 anybody to have a friendly conversation, just to talk to
13 people about their questions, and I will do the best I can
14 to answer, but it's not part of the official record.
15 Because we've been doing it for five years and we had
16 public meetings, we had public hearings, we've had several
17 council meetings, and we'll have more, but it's just not
18 part of this process. This is for public input.

19 TISH LEON: Right. Well, that's what I was saying,
20 because I was part of it at the beginning when we had the
21 round table at the community center, but it's really
22 unfortunate because Santa Ana, I mean so many people com
23 and go and then there's new people and then they have these
24 questions and concerns.

25 CITY MANAGER CAVAZOS: Absolutely.

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75A-242

1 TISH LEON: And so, you know, I'm just looking at
2 their point of view because I did have that opportunity,
3 you know, being a resident of downtown, and knowing that
4 it's going to impact me, favorably I hope, but you know,
5 I'm just thinking of those few that say that they've never
6 seen it.
7 CITY MANAGER CAVAZOS: That's why we have the book.
8 All of the -- excuse me. I'm not done talking.
9 The book talks about all the options, the
10 concerns, the alternative analysis, the environmental
11 impact, and there's hundreds of pages here on comments,
12 demographics, socioeconomic data. It was all captured as
13 part of those meetings and now it's available for public
14 review.
15 And I was a huge proponent of having those
16 meetings. We wanted more meetings to give final
17 opportunities for people to give us their input and I'm
18 willing to meet with anybody, any stakeholder, and sit
19 around and talk to them, but what we really need now, now
20 that we have the alternative analysis and the DEIR and the
21 options, we need your input on which option, if any, you
22 like. That's what we're doing. But if we wait five years,
23 we have to do a whole other book.
24 Who hasn't spoken yet? Yes, sir.
25 SEAN PULICH: One thing I'm thinking about here, and

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PH1-21

1 I'm relatively new to Santa Ana, I don't know all the
2 details, you're talking about prefer alternative No. 1 or
3 alternative No. 2, but the thing that's always been a
4 question in my mind is Santa Ana Regional Transportation
5 Center is like the transportation hub closest to John Wayne
6 Airport and I just never understood why the two haven't
7 been connected. Every major airport in America has a train
8 running into it because it's just connecting those modes of
9 transportation and it's always baffled me that we've never
10 had that. Maybe John Wayne like was a project and then it
11 got killed, but I'm just curious why this was kind of put
12 forward instead of like an alternative to that project.
13 CITY MANAGER CAVAZOS: So I'll talk to you about that
14 afterward because I can't answer that question now. We
15 don't have an option to go to the airport right now.
16 Madelaine?
17 MADELEINE SPENCER: There was three other things.
18 There's three other questions that I have. One of them has
19 to do with, I actually went door to door to the businesses
20 on Fourth Street and every single one of 60 of those places
21 had never heard anything about the possibility of this
22 project going down Fourth Street, which would potentially
23 impact those businesses a lot and already many of those
24 businesses are impacted because the daytime traffic has
25 slowed down, and I'm curious why exactly, those business

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PH1-21
cont.

PH1-22

1 owners, it seems like they would be flocking to hear about
2 the potential of like this kind of construction work on
3 these streets.
4 The second question I have is about parking, and
5 on Fifth Street, when we took that tour, we saw that
6 there's these small houses and there are no back areas for
7 them to park, and we asked her specifically, where are
8 people supposed to park down further on this line where
9 there's these small houses? And I live in a neighborhood
10 where we get ticketed regularly. If we have friends over
11 -- I actually have a garage, but if there's friends over,
12 they get ticketed on our streets in Santa Ana for visiting,
13 so it makes it like, oh, we don't want to come over and
14 visit your house because we're going to get ticketed. And
15 then on top of it, you're going to be taking away just the
16 parking that is there for the houses that are there.
17 And then the third thing is the Willowick, this
18 piece of land, I know it belongs to Garden Grove, and I'm
19 really curious how, I know it's within our jurisdiction,
20 but what are the city's plan in terms of development and
21 how is also this development going to impact the Santa
22 Anita neighborhood which is adjacent to it, which has a
23 gang injunction. The only gang injunction in this area is
24 on that neighborhood and how is this whole process going to
25 impact that neighborhood? And I actually went door to door

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PH1-22
cont.

PH1-23

PH1-24

1 in that neighborhood as well and spoke to people and they
2 had received letters from the city saying that they had
3 five years to move out of their homes and that was really
4 interesting to me because that's a use of eminent domain.
5 So the question is where are -- I think that
6 there's some serious things going on here that I have a lot
7 of questions about, and if we need to bring all of this
8 stuff in as proof to the city so that you can take a better
9 look and do this equity assessment, I think that that would
10 be great.
11 CITY MANAGER CAVAZOS: Yes, sir.
12 SEAN PULICH: Sean Pulich again. I think all this
13 information would be very useful on the web site. I think
14 the web site could probably use some updates. It's still
15 using flash. It's not very mobile friendly.
16 But in terms of adding value to this
17 transportation, I've regularly taken Amtrak or Metrolink
18 to L.A. or into downtown San Diego and Metrolink transfers
19 to the red line or any of the subway cars in Los Angeles.
20 Adding value as traffic, as more people start moving to
21 Orange County, if we can also work with Amtrak and
22 Metrolink to make sure that we increase ridership on the
23 streetcar and make sure like Metrolink transfers to the
24 streetcar as well, and even Amtrak, I'm not sure if that
25 would work out, but just the idea of having those two be

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PH1-24
cont.

PH1-25

75A-243

1 transferable, instead of having to go to a kiosk or. So
2 that's just suggestions.
3 CITY MANAGER CAVAZOS: More of a statement than an
4 answer to your question. We have Orange County
5 Transportation Authority and that's one of the reasons why
6 the city wanted them to be the lead agency so they can
7 coordinate all of those issues.

8 Questions about the project or comments about the
9 project? Input, public input? Yes, sir.

10 UNIDENTIFIED SPEAKER: How long will it take from
11 start to finish?

12 CITY MANAGER CAVAZOS: Well, we don't -- I can tell
13 you that afterwards, but we wanted your input. If you want
14 us to answer that question, we can, but I can give you an
15 idea afterwards. We want input on the options and the
16 alternatives. If people have questions, we'll document
17 them and we'll answer them as part of the report. And
18 what's good about that is everybody sees it, everybody sees
19 it, and the answer is a professional answer that is based
20 on information, and when we answer the question, we'll have
21 better information.

22 RUBY CARDENAS: Ruby Cardenas again. When I took the
23 tour with one of the consultants, I can't remember her
24 name, but when I took a tour of the different alternatives,
25 she had mentioned that this light rail would be in function

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PH1-25
cont.

PH1-26

PH1-27

1 until about 2:00 o'clock in order to bring back and take
2 people from the nightlife in Santa Ana. If this is going
3 to occur, I think OCTA needs to really look at doing that
4 with all the bus systems. There's people that get out of
5 work at 11:00 and they miss the last bus and that's it.
6 You know, I wouldn't find it fair that we have a light rail
7 traveling at the last, you know, batch is at 2:00 o'clock,
8 but all of the other transportation around finishes at
9 11:00, so it's something to consider.

10 CITY MANAGER CAVAZOS: Thank you. Any other comments
11 for the public so we can include it in our Environmental
12 Impact Report?

13 Also, the next meeting again -- let's go through
14 that schedule. Let's put that back up, whoever's doing the
15 schedule. I think it's like the second or third slide.
16 There it is.

17 So our next meeting's on June 17th, and that's at
18 the Santa Ana Police Department, and that's on Tuesday at
19 9:00 o'clock in the morning. So if people didn't want to
20 come on the weekend, they can go on Tuesday, and then again
21 on Thursday, June 19th, for people that couldn't come on
22 the weekend, couldn't come during the day, want to come at
23 night, they can come at night. We have three meetings.

24 Thank you. And I'll stick around if people want
25 to chat and talk. Again, if you still have more comments,

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PH1-27
cont.

1 we have cards and you can talk to the court reporter after
2 the meeting.

3 (End of transcription.)

4 (TIME NOTED: 10:20 a.m.)

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1
2
3 I, the undersigned, a Certified Shorthand
4 Reporter of the State of California, do hereby certify:
5 That the foregoing proceedings were taken before
6 me at the time and place herein set forth, that any
7 witnesses in the foregoing proceedings, prior to
8 testifying, were placed under oath; that a verbatim record
9 of the proceedings was made by me using machine shorthand
10 which was thereafter transcribed under my direction;
11 further, that the foregoing is an accurate transcription
12 thereof.

13 I further certify that I am neither financially
14 interested in the action nor a relative or employee of any
15 attorney or any of the parties.

16 IN WITNESS WHEREOF, I have this date subscribed
17 my name.

18
19 Dated: 06/28/2014
20

21
22 _____
23 Josephine C. Nokes
24 CSR No. 9098
25

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[going - know]

Table with multiple columns containing words and their associated numbers, such as 'going 2:4 4:21 5:7', 'hall 4:6,6 7:9', 'hysterical 25:3', etc.

[know - negative]

Table with multiple columns containing words and their associated numbers, such as 'located 5:25', 'mah 25:6', 'milk 19:3', etc.

[neighborhood - predecessor]

Table with multiple columns containing words and their associated numbers, such as 'neighborhood 3:6', 'official 28:18 32:14', 'p.m. 6:4', etc.

[prefer - santa]

Table with multiple columns containing words and their associated numbers, such as 'prefer 27:1,1,9,12', 'purpose 5:10 13:16', 'recipients 22:3', etc.



[santa - talk]

18:18,23 19:10,18 20:11 24:22 26:8 27:6 30:12 32:22 34:1,4 35:12,21 38:2,18 saturday 1:10 2:1 4:22 23:8 saying 14:13 saw 35:5 saying 21:8 24:10 32:19 36:2 says 18:12,20 19:2,8 19:14 30:15 scale 11:16 schedule 15:10 26:15 38:14,15 scheduled 15:5 school 20:4,5 schools 3:9 26:9 scientific 30:3 sean 24:22 27:23 28:7 29:21 33:25 36:12,12 second 29:24 35:4 38:15 see 6:25 8:18 11:3 12:15 16:24 25:12 25:21 26:23 29:6 seeing 19:12 seen 10:25 11:22 30:14 33:6 sees 37:18,18 selected 7:24 8:13 send 4:9 9:8 11:4 senior 4:4 25:18 sense 5:13 25:14 sent 13:3 serious 30:6 36:6 serve 14:6 serves 9:11 service 12:13 session 24:12 set 4:17 29:7 40:6 seven 10:7	shape 19:18 share 2:15 26:3 shorthand 40:3,9 show 6:15 9:1 showed 6:18 11:25 showing 22:1 shown 20:2 shows 22:7 shuttles 7:23 side 2:19 sides 10:2 sign 15:15 significant 10:8 15:9 22:2 single 4:4 8:4 15:17 16:22 34:20 sir 24:17 30:10 33:24 36:11 37:9 sit 32:8 33:18 site 29:5 36:13,14 six 4:8 6:15 14:3 20:18 slide 6:20 7:12,24 8:12 12:21 38:15 slow 5:7 21:5 slowed 34:25 small 35:6,9 smaller 10:1,16 socioeconomic 21:17 33:12 solutions 8:10 sooner 15:6 sorry 19:23 21:5 south 8:20 spaces 20:10,12,12 20:13,15 speak 5:5 27:16 speaker 4:18 22:17 23:12,14,16,17,21 24:10,18 26:11 37:10 specifically 17:13 18:16 21:2,8 35:7 speed 16:9	spencer 16:11,16,19 21:7,11 34:17 spent 30:5 spoke 17:1,15 31:12 36:1 spoken 30:1 31:10 33:24 spur 19:2 square 12:6 stairs 11:6,7 stakeholder 33:18 stakeholders 3:7 start 16:19 17:17 36:20 37:11 started 2:5 8:12 state 13:12 24:25 40:4 statement 24:2 25:4 37:3 states 20:24 station 2:18 7:8 11:4 25:10,23 31:22 stations 14:15 stay 22:22 24:14 32:11 steering 31:16 step 15:4 steak 38:24 stip 19:20,24 stop 19:20 stops 23:2,4 25:24 street 8:19,20 10:2,5 11:7,20 23:7,13,15 25:8,9,10 26:14,16 27:3,5,5,25 28:1,20 28:23 29:2,6,10 30:19,20,25 31:8 34:20,22 35:5 streetcar 8:13,25 9:4,4,11,24 11:1,2,5 11:18,19,19 12:4,7 12:13,16,16,18 24:24,25 25:16 29:10 30:19 36:23 36:24	streetcars 9:5 10:9 17:23 19:12,13 streets 19:21,25 35:3,12 strong 21:12 struggled 23:9 study 8:17 12:17 13:4 21:15 stuff 30:4 36:8 submission 30:10 submit 6:1 submitted 7:22 subscribed 40:16 subway 36:19 suggestions 37:2 support 13:3 supported 2:9 supports 5:13 8:8 supposed 35:8 sure 2:21,22 3:4,14 5:19 14:6 15:4,20 28:4,7 36:22,23,24 surprising 11:22 system 8:7,13 18:1,3 18:7 19:8 20:20 21:22 24:24 system's 14:13 systems 19:1 38:4
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[talked - wanted]

talked 17:20 26:7 talking 14:10 17:18 20:9,14 30:13 33:8 34:2 talks 33:9 tallahassee 18:11,13 tanya 2:25 4:2,3 6:23,24 tas 15:19 tate 17:21 19:12 tax 3:15 20:13 25:23 team 7:6 tell 9:3,5 15:12 20:21 24:6 31:1 37:12 telling 14:11 tenants 3:18 tennessee 18:12,13 term 12:10 terms 13:23 35:20 36:16 testifying 40:8 text 11:4 thank 4:13,13,22 21:10 22:11,15 25:24 27:19 38:10 38:24 thereof 40:12 thing 6:11,19 20:8,8 22:17,18 23:5 33:25 34:3 35:17 things 6:16 7:20 9:20 12:21 13:22 18:11,25 20:19 21:24 28:7 34:17 36:6 think 9:7 12:1 22:25 23:2,5,7 27:16 28:22,24 30:24 36:5 36:9,12,13 38:3,15 39:9,11 14:7 15:3,8 15:13 18:1,3,7 19:8 20:20 21:22 22:25 28:14	thousand 6:18 three 2:17 5:22 6:8 8:23 15:13 23:10 32:4 34:17,18 38:23 thumb 6:25 10:23 thursday 6:5 38:21 ticketed 35:10,12,14 time 5:22 11:12 18:15 25:17 30:16 30:21,24 31:19 39:4 40:6 times 5:21 6:8 13:14 14:12 20:3 fish 31:13 32:19 33:1 today 4:19 6:2 8:2,5 9:7 16:2,21 29:12 told 11:2 tool 25:2 top 12:3 22:22 35:15 total 12:14 tour 18:1 35:5 37:23 37:24 tourists 17:25 traffic 9:25 17:23 34:24 36:20 train 2:18 5:1,3 9:19 14:8,13 25:10,23 29:19,23 34:7 train's 11:7 trains 11:12 transcribed 40:10 transcript 1:7 transcription 39:3 40:11 transferable 37:1 transfers 36:18,23 transit 2:12 4:25,25 7:8,16,17,18 8:24 9:12,13 11:25 12:22 13:9,11 14:7 15:3,8 15:13 18:1,3,7 19:8 20:20 21:22 22:25 28:14	transitory 18:16 translation 4:17 16:23 translations 5:8 translator 4:16 transport 21:13,20 transportation 7:9 7:18 8:7,10 11:23 11:24 21:13 25:21 26:6,13,18,20 29:17 34:4,5,9 36:17 37:5 38:8 travel 8:8 travelling 38:7 tried 3:17 trolleys 17:25 true 17:6 try 4:21 5:5 22:22 tuesday 6:3 38:18 38:20 two 5:1,3,18 7:24 8:13 9:4 12:2,16 26:9 34:6 36:25	utilized 25:12 27:7 29:4 v vacancies 32:10 vacant 20:10,15 value 36:16,20 variety 5:13 vast 10:2 18:23 vehicles 10:12 verbally 16:9 verbatim 40:8 vibration 13:21 view 33:2 vintage 17:25 vision 8:4,6,7 visit 8:3 35:14 visiting 35:12 visitors 26:15 visual 13:20 voice 27:11 vote 9:8 29:22 voted 7:15 13:2 voters 7:13,14 w wait 11:10 33:22 waiting 11:7 walk 11:6 walkability 11:13 walking 19:22,25 20:6 want 2:12,13,14,15 2:21,22 4:2,14 5:8 5:17,21 6:2,7,7,19 7:1 8:25 9:3,3,4,4,5 13:17 14:5,17 15:24 16:1,10,16 17:20 18:14,15 22:17 27:14 29:12,16,17 29:25 30:1,4 31:1,2 31:6,12 32:4 35:13 37:13,15 38:19,22 38:24 wanted 3:4 5:4 7:13 7:20 23:21 27:18
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[wanted - years]

31:9,10 33:16 37:6 37:13 wanting 27:11 wants 16:13 27:20 way 6:10 19:9 21:24 22:8 23:4 26:16 27:14 wayne 34:5,10 ways 10:13 we've 2:6,16 3:6,8,8 3:23 6:11,11,12 8:18 14:20 15:4,15 23:23 26:7 27:11 30:4 31:25 32:2,15 32:16 34:9 web 29:5 36:13,14 weekend 6:6 38:20 38:22 weeks 2:7 3:22 went 8:3 14:12 17:10 24:25 34:19 35:25 west 2:19 8:21 westbound 10:4 westminster 8:19 when's 11:10 whereof 40:16 whoever's 38:14 willing 32:11 33:18 willowick 18:9 35:17 window 11:3 winds 20:18 witness 40:16 witnesses 40:7 word 6:2 words 18:4 work 7:5,5,20 15:11 15:16 18:5,6,7 21:23 26:24 27:25 35:2 36:21,25 38:5 worked 5:19 working 2:7 11:18 13:9	works 3:3 28:13 worried 9:17 worry 4:20 19:12 worship 7:19 wow 14:9,12 write 21:8 wrong 22:8 y yanez 30:11,11 31:3 31:5,7 yeah 16:18 21:7 26:12 year 6:17 25:1 31:17 years 2:7,16 3:25 5:1,2 6:11 8:15 12:14 13:25,25 14:3 15:22 17:22 23:24 30:12 31:22 32:1,1 32:15 33:22 36:3
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Public Hearing Meeting No. 1

Response PH1-1 – Madeleine Spencer

Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting populations of EJ concern. Beginning in 2008 and continuing throughout project development to March 2014, in preparation for the public review of the EA/DEIR, the City of Santa Ana conducted outreach to the Downtown businesses. The City's multi-lingual outreach team conducted door-to-door visits to approximately 230 businesses in the Downtown area, including approximately 156 businesses along 4th Street. The purpose of the outreach was to share key information with Downtown business and property owners about the SA-GG Fixed Guideway Project, inform them about the upcoming release of the EA/DEIR, document questions and input, and provide business owners with appropriate contact information for additional follow-up. A "Sorry We Missed You" letter and information packet was also prepared and left behind for business owners who were not available during the initial visit. The letter offered a briefing with the outreach team to review the proposed project information packet.

Regarding public outreach to potentially affected business owners along 4th Street, extensive efforts were conducted to involve the public and stakeholders in the successful planning for the implementation of a streetcar along the alignment and through the Downtown area. Prior to the release of the EA/DEIR, numerous meetings were held with stakeholders throughout the Study Area to obtain input and provide updates on the SA-GG Fixed Guideway Project. Community meetings were held with the Lacy neighborhood, the French Park neighborhood, the Santiago Lofts Homeowners Association, the Santa Ana Senior Center, and many other stakeholders. Stakeholder comments were collected and recorded at each meeting. In addition, a series of Stakeholder Working Group meetings were held to involve key business people and leaders in the community. Below is a list of organizations which received presentations on the proposed project:

- French Park Association
- Kennedy Commission
- Santa Ana Collaborative for Responsible Development
- Santiago Lofts Homeowners Association
- Artesia Pilar Neighborhood Association
- Labor Union Members
- Federal Courthouse
- Santa Ana Senior Center
- Stakeholders Working Group
- Santa Ana City Council
- Santa Ana Restaurant Association
- Templo Calvario
- State Appellate Court
- Orange County Superior Court
- Rancho Santiago Community College District Board of Trustees
- Lacy Neighborhood
- SARTC Community Meeting to discuss the Santa Ana Train Station

- Board of Directors, Santa Ana Merchants Association
- Downtown Inc
- Santa Ana Merchants Association
- Santa Ana Unified School District
- Stakeholders Working Group Advisory Committee
- One-on-one briefings with 140 Downtown Businesses
- Santa Ana City College
- Railway Association of Southern California
- Santa Ana Unified School District Board
- Orange County Transportation Authority (OCTA)
- Everest College/Corinthian College
- Santa Ana Resource Network
- Orange County Business Council
- Orange County Transportation Authority Transportation 2020 Committee
- Federal Transit Administration
- California Public Utilities Commission staff
- County of Orange Supervisors and staff

In accordance with CEQA and NEPA regulations, the Notice of Availability of the EA/DEIR for public review was filed and posted at the Orange County Clerk-Recorder's Office in compliance with Sections 21080.4 and 21092 of the California Public Resources Code; advertised in the local newspaper; flyers were distributed at every community center in the City of Santa Ana; outreach was also conducted via social media; and a press release was covered by at least three different news organizations. Although not required under CEQA or NEPA regulations, available data from County Assessor and City property records were used to establish a list of property owners and tenants within 500 feet of the alignment. There were 3,796 postcards delivered to property owners, business owners, tenants, and residents related to EA/DEIR availability for public review. Hard copies of the notifications and document were also made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk's Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA), as well as online on the City of Santa Ana website.

Response PH1-2 – Madeleine Spencer

The comment lists six concerns associated with the proposed project, which are also discussed in Response 8-5. Each of these concerns is addressed below.

(1) Years of Disruptive Construction. Construction details and associated impacts are discussed on page 3-197 of the EA/DEIR. The most disruptive construction activities would be limited to a 24-month period; however, these activities would be sequenced by segment so that any one segment would experience disruption for a portion (no more than six months) of the construction duration. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. See Responses 8-1 and 8-5(4) for responses to similar comments on construction.

Upon completion of project construction, the build alternatives would allow improved access to Downtown Santa Ana and other high-intensity areas of employment, commercial development, and recreational opportunities. Improved transportation service would enhance visibility and access to existing economic activity centers, including those businesses that would be temporarily affected by project construction and areas targeted for redevelopment.

As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Pages 3-218 and 3-219 of the EA/DEIR include a Traffic Management Plan and a Noise and Vibration Control Plan to reduce construction effects.

Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime or weekend work. In addition, early construction plans call for the Downtown portion of the alignment to be constructed at the beginning of the construction process to limit impacts to businesses.

It is not anticipated that the proposed project would affect existing vacant properties and the increased accessibility upon implementation of the proposed project is not anticipated to cause future property vacancies. Acquisitions are shown in Table 3.3-5 on page 3-23 of the EA/DEIR and in Response 8-5. The proposed project would result in three full acquisitions and six partial acquisitions; Streetcar Alternative 2 would result in six full and ten partial acquisitions; IOS-1 would result in four full and two partial acquisitions; and IOS-2 would result in five full and six partial acquisitions. The amount and type of private property acquisitions were found to result in less-than-significant impacts.

(2) Traffic Congestion. Section 3.10 (Traffic and Parking) of the EA/DEIR includes a detailed analysis of potential traffic impacts. In summary, the traffic analysis was prepared in accordance with requirements of City of Santa Ana and the Orange County Congestion Management Plan. The traffic analysis also considered the requirements of the City of Garden Grove. An intersection analysis was completed that accounted for streetcar operations in mixed-flow traffic. All intersections assessed for the proposed project would operate at similar or improved level of service (LOS) as the No Build Alternative. Intermediate stations are estimated to have minimal traffic impacts as only the stations at the project alignment termini provide parking. Therefore, the Locally Preferred Alternative would not result in adverse effects related to intersection congestion.

A roadway segment capacity analysis was also completed because the proposed build alternatives would operate in mixed-flow traffic in the central and eastern portion of the Study Area. The build alternatives would not cause additional roadway segments to experience capacity deficiencies beyond those identified in the No Build Alternative. Therefore, the

proposed build alternatives would not result in adverse effects related to roadway segments in the Study Area.

(3) Mostly Empty Streetcars. As discussed on page ES-15 of the EA/DEIR, it is estimated that the proposed project would attract between 3,770 and 8,400 riders per day in the 2035 horizon year. At the low end, this represents approximately 22 percent more riders than the TSM Alternative (3,085); at the high end, it represents approximately 172 percent more riders than with the TSM Alternative. Streetcar Alternative 2 would attract between 3,020 and 6,425 riders. At the low end, this would be approximately equivalent to the TSM Alternative; at the high end, it represents approximately 108 percent more riders than with the TSM Alternative. IOS-1 would attract between 2,012 and 4,490 riders, and IOS-2 would attract between 1,540 and 3,280 riders which is approximately 47 percent fewer riders than the full alignment alternatives. It is anticipated that additional ridership modeling will be completed as the project moves forward.

(4) Injured Residents. Modern streetcars operate similar to buses in city streets, moving with the flow of traffic and allowing passenger pick-up and drop off at designated stops. Public outreach and education programs would be offered to familiarize local residents and business owners with the new streetcar system.

In addition, the system would be required to meet the federal requirements of 49 CFR Part 659 and State requirements of California Public Utilities Commission (CPUC) General Order 164D. These regulations require fixed guideway systems to establish system safety and security programs. Based on the establishment of the safety and security programs, hazards and security threats would be minimized. In addition, CPUC must certify that the project is safe and secure before the project can be placed in revenue service. Following construction, the project would be operated in accordance with OCTA standard operating procedures, operator rules, and the emergency plan. The EA/DEIR analyzed potential public safety impacts and addressed safety concerns associated with schools; Mitigation Measures **SAF1** through **SAF6**, identified on page 3-195 of the EA/DEIR, would be implemented as part of the project. These measures include lighting, fencing, signage and education delivered to students and parents to warn of potential hazards. The EA/DEIR found that with implementation of mitigation measures, no adverse safety impacts would occur. See Response 8-5(5) for a response to a similar comment on public safety.

(5) A Money Pit Residents Cannot Afford. The streetcar funding and fares have not been determined at this time. Information regarding possible funding sources have been identified and are under consideration but not approved. Due to this uncertainty, specific funding sources have not been identified in the REA/FEIR. A financing plan will be developed by OCTA prior to revenue operation of the proposed project. The financial analysis and evaluation for the proposed project is in the Executive Summary Section in Table ES-1 on page ES-15 of the EA/DEIR and shown below. See Response 8-5(3) for a response to a similar comment on project costs.

TABLE ES-1: PRELIMINARY CAPITAL COST ESTIMATES (IN 2011 \$1,000,000)

Alternative	Low	High
TSM	\$14.5	
Streetcar 1	\$197.4	\$209.7
Streetcar 2	\$217.0	\$228.1
IOS-1	\$146.5	\$158.8
IOS-2	\$166.2	\$177.2

Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.

Streetcar Alternatives 1 and 2 include the same two design options for the maintenance facility and the facilities proposed to be constructed on each of these sites are identical. The cost difference between the options is approximately \$11 million, and is related to the estimated cost to acquire the right-of-way. Operations & Maintenance Facility Site A would cost approximately \$37.4 million and Operations & Maintenance Facility Site B would cost approximately \$26.4 million.

Operations & Maintenance cost projections are important for assessing cost effectiveness and to conduct financial planning. The TSM bus costs were estimated based on current transit cost information provided by OCTA. The Operations & Maintenance cost projections for the streetcar alternatives were based on operating cost per revenue hour derived from historical Portland and Seattle bus-to-streetcar Operations & Maintenance cost per revenue vehicle hour ratios. These ratios were averaged and applied to the OCTA bus cost per revenue vehicle hour. The estimated Operations & Maintenance cost for each build alternative is summarized in Table ES-2 on page ES-16 and shown below.

TABLE ES-2: ANNUAL O & M COST ESTIMATES

	TSM	TSM - SARTC to Harbor Route Only	Streetcar Alternative 1	Streetcar Alternative 2
Annual Revenue Miles	1,061,590	419,120	332,015	363,459
Annual Revenue Hours	105,664	35,152	26,364	32,656
Peak Vehicles	22	8	6	7
Annual O & M Costs	\$13,282,258	\$5,100,000	\$4,933,284	\$6,110,656
Cost Per Revenue Mile	\$12.51	\$12.07	\$14.86	\$16.81
Cost Per Revenue Hour	\$125.70	\$143.94	\$187.12	\$187.12

Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.

(6) Vintage Trolleys That Cater to Tourists. Section 2.6.3 on page 2-14 of the EA/DEIR discusses the type of streetcars that would be used for the build alternatives. Two types of streetcar vehicles have been identified for use which include the CPUC compliant and European style streetcars. A vintage trolley that caters to tourists is not included as an option as it would not best serve the purpose and need for the project which is discussed in Chapter 1.0 beginning on page 1-1 of the EA/DEIR.

Response PH1-3 – Madeleine Spencer

The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south, and a connection to Disneyland is outside the scope of this project. The Anaheim Rapid Connection Project is a fixed guideway system currently being studied by the City of Anaheim and OCTA. This project includes a connection to Disneyland. Project information can be viewed at the following website: <http://aconnext.com/arc/overview/>. Regarding local use of the streetcar system, anticipated ridership is discussed in Response PH1-2. It is anticipated that the majority of riders would be local residents, business members, and school-aged children commuting along the alignment.

Response PH1-4 – Madeleine Spencer

The comment states that the existing bus systems could be improved to serve the vast number of people who ride buses. Improved transit connectivity resulting from the proposed project would reinforce the viability of transit for workers commuting to the Civic Center and other transit-dependent people who live in other parts of Orange County to more easily access federal, State, and County social service agencies in the Civic Center area via bus lines from the surrounding region. See Response PH1-2(3) related to empty streetcars.

Regarding economic development, the streetcar would integrate well with the surrounding neighborhood by providing frequent service with short distances between stops and fostering an active pedestrian environment. No specific business have committed to relocating along the alignment at this time.

Regarding flexibility in the route, it is acknowledged that streetcar routes are not easily changed to meet demand. One of the factors in the development of the alternative alignments was ridership and what routes would serve areas with the highest demand. As discussed on page ES-15 of the EA/DEIR, the Streetcar Alternative 1 route was identified as the route having the highest daily ridership after a comprehensive alternatives analysis. In addition to satisfying project objectives, public input, and environmental considerations, ridership was one of the factors considered when the City Council of the City of Santa Ana selected Streetcar Alternative 1 with Operations & Maintenance Facility Site B (west of Raitt Street) and 4th Street Parking Scenario A (parallel parking) as the Locally Preferred Alternative for the SA-GG Fixed Guideway Project on August 5, 2014.

See Response PH1-2(4) related to safety.

Response PH1-5 – Madeleine Spencer

The financial analysis and evaluation for the proposed project is in the Executive Summary Section on page ES-15 of the EA/DEIR. See Response PH1-2(5) related to costs. See Response PH1-2(4) related to safety.

Response PH1-6 – Madeleine Spencer

The comment does not include any comments directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response PH1-7 – Madeleine Spencer

An EJ analysis, which identifies minority and low-income populations and evaluates whether the adverse effects of the proposed project would disproportionately burden these vulnerable populations, was included in Section 3.5 on page 3-36 of the EA/DEIR. This analysis was completed using prescribed methodology by the FTA, which was developed in response to Executive Order 12898 and is consistent with USDOT Order 56102(a) and FTA Circular 4703.1. In determining the adverse effects, the project must consider both short-term and long term consequences and weigh them against the benefits of the project.

As shown in Table 3.5-2 on page 3-49 of the EA/DEIR, and presented below, all of the communities within the Study Area are considered EJ populations. The communities closest to the alignment would benefit the most from increased accessibility and connectivity but would be subject to temporary construction effects. Section 3.5.2.3 of the EA/DEIR provides a detailed evaluation of the potential EJ effects for each community within the Study Area.

In addition, the EA/DEIR determined that the proposed project would have no adverse health and environmental effects related to land use, visual quality, cultural resources, geotechnical conditions, hazardous materials, hydrology, traffic, noise and vibration, air quality and greenhouse gases, and safety and security. The EA/DEIR also discusses public outreach specific to EJ in Section 3.5 on page 3-61 of the EA/DEIR. Extensive public outreach during the planning process has occurred in the Study Area and included specific outreach for communities of EJ concern, particularly LEP communities. The following activities were conducted specifically to ensure participation from communities of EJ concern, per requirements under Executive Orders 12898 and 13166:

- Identifying and meeting with environmental justice stakeholders, including Templo Calvario, neighborhood associations, labor union members and senior centers.
- Establishing a project information hotline with outgoing messages in English and Spanish.
- Translating and submitting notices for publication in the following local Spanish language newspapers:
 - Excelsior (Spanish language weekly of the Orange County Register on May 24, 2010)
 - *Miniondas* (June 3, 2010)
- Making notices and information available in the Public Law Center’s website. The Public Law Center is a pro-bono law firm serving low-income communities in the City of Santa Ana and in the County of Orange (<http://www.publiclawcenter.org/news.php?headline=More+Public+Transportation+Coming+to+Santa+Ana>).
- Translating presentation boards during scoping meetings, which followed an open house format. Exhibit 7, in the Community Impact Assessment included as Appendix C, provides samples of these boards.
- Making available City of Santa Ana and subconsultant staff who were fluent in Spanish and were familiar with the proposed project and its stakeholders at the scoping meetings. Given the open house format of these scoping meetings, no real-time translation services were required as no formal presentations were given. However, Spanish-speaking staff was on hand to assist LEP community members.

- Translating comment forms on which community members could submit any comments, in English or Spanish.

The outreach to EJ populations shall continue throughout the environmental process consistent with past practice.

In summary, the short-term construction effects of the project would be outweighed by the long-term permanent beneficial impacts that would affect EJ populations. Since the EJ communities within the Study Area would be the primary recipients of the benefits of the project, there would not be a denial in the receipt of benefits to minority and low-income populations.

Response PH1-8 – Unknown Speaker

See Response PH1-1 related to community outreach and distribution of notices.

Response PH1-9 – Unknown Speaker

The support for Streetcar Alternative 2 was forwarded to the decision makers for consideration. The streetcar fares have not been determined at this time. The determination of fares would depend on the available funding for the project, the costs to operate the project and the anticipated revenue received from fares. The request for fare compatibility between systems was forwarded to the decision makers for consideration. See Response PH1-2(5) related to costs. Improved transit connectivity resulting from the build alternatives would reinforce the viability of transit for workers commuting to the Civic Center via bus lines from the surrounding region. OCTA provides fixed route bus service and a countywide shared ride service, ACCESS, in Orange County. Figure 3.10-2 on page 3-121 of the EA/DEIR shows the OCTA fixed route bus service in and around the Study Area. Streetcar stops would be located near OCTA bus stops. A subset of OCTA's fixed route bus service is a rail station feeder-distributor service known as StationLink. OCTA currently operates a StationLink route (currently Route 462) in the Study Area between SARTC and the Downtown/Civic Center area of Santa Ana. SARTC is a hub of public transit service for central Orange County, serving as a major stopping and transfer point for intercity, interstate, and international bus services such as Greyhound and Transportes Intercalifornias.

Response PH1-10 – Sean Pulich

The general support for the proposed project was forwarded to the decision makers for consideration. Regarding connectivity, the eastern terminus of the alignment is the SARTC, which is the busiest multi-modal transportation hub in Orange County and will connect the streetcar to Metrolink, Amtrak, and bus lines from the surrounding region. The western terminus is the Harbor Boulevard/Westminster Avenue intersection, where connections to local and intracounty buses operated by OCTA are available.

Response PH1-11 – Ruby Cardenas

See Response PH1-2(4) related to safety. More specifically, to address safety concerns associated with schools, Mitigation Measures **SAF1** through **SAF6**, identified in Section 3.15.3 on page 3-195 of the EA/DEIR, would be implemented as part of the project. These measures

include lighting, fencing, signage and education delivered to students and parents to warn of potential hazards.

As described in Section 3.15.2.3 of on page 3-191 of the EA/DEIR, the average speed for streetcars traveling along the proposed alignment, which takes into account speed reductions at school zones, entering and exiting of station areas, and complying with traffic control, would be approximately 11 miles per hour. Key roadways and their speed limits are shown on page 3-117 of the EA/DEIR, and range between 25 and 40 miles per hour. The speed limit on Santa Ana Boulevard is typically 30 miles per hour in the Study Area.

Section 3.10-2.3 on page 3-127 of the EA/DEIR discusses the potential impact of removing on-street parking for the build alternatives. The commenter lives on Santa Ana Boulevard and states that visitor parking is limited. As discussed on page 3-126 of the EA/DEIR, the proposed project would remove approximately 53 percent of the street parking on Santa Ana Boulevard between Raitt and Flower Streets (73 of 143 parking spaces). The loss of parking on Santa Ana Boulevard would affect residential land uses. The City of Santa Ana requires every residential property along this segment of Santa Ana Boulevard to have on-site parking capacity consistent with City zoning and occupancy entitlements. The EA/DEIR states that there is adequate although potentially less convenient parking to accommodate residential parking needs along this segment of Santa Ana Boulevard.

Response PH1-12 – Ruby Cardenas

Three of the six stated purposes for the SA-GG Fixed Guideway Project are to improve transit connectivity, increase transit options, and improve transit accessibility. The initial goal of OCTA's Go Local Program was to develop projects that would extend the reach of Metrolink. The Cities of Santa Ana and Garden Grove interpreted this to mean not only providing an additional transit connection to a Metrolink station but to also connect with OCTA's robust bus transit system in Santa Ana. By providing direct connections with all but two of the 16 OCTA bus routes that currently serve the Study Area, the SA-GG Fixed Guideway Project enhances Study Area mobility and connectivity with the region and increases travel convenience for those who use public transportation within the Study Area.

The request for fare compatibility between systems was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response PH1-13 – Ruby Cardenas

Chapter 2.0 of the EA/DEIR describes the selection and evaluation of alternatives for the project. The alternatives analysis process consisted of four major steps: (1) Preliminary Definition of Alternatives, which included creating a range of conceptual alternatives that could potentially satisfy the Purpose and Need and meet the goals and objectives for the project; (2A) Initial Screening (Route Options) to eliminate route options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project; (2B) Initial Screening (Technology Options) to eliminate technology options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project and

determine the reduced set of alternatives to be carried forward for detailed analysis; and (3) Detailed Evaluation and Environmental Impact Analysis of the reduced set of alternatives and selection of the Locally Preferred Alternative.

Early alignment options considered Civic Center Drive as an alternative to Santa Ana Boulevard. Civic Center Drive West provides more direct access to some key activity locations in the Civic Center areas, including the Orange County Courthouse, the Santa Ana Public Library, and Santa Ana Stadium. It was determined that the existing land uses along Civic Center Drive West were less dense and less transit supportive than those along Santa Ana Boulevard or 4th Street. However, the alignment was included in Streetcar Alternative 2 based on comments received from the project's Stakeholder Working Group.

The request to outreach to the Environmental and Transportation Advisory Committee (ETAC) has been an on-going effort. A number of presentations on the streetcar had been made up to the point of when this comment during the environmental public review was received. Early presentations on the streetcar covered preliminary alternative routes and optional transportation modes. Subsequent presentations included the remaining three build alternatives and the No Build Alternative. The City is committed to continued outreach with ETAC related to the project's environmental analysis.

The City acknowledges the commenter's preference for a Civic Center alignment. See Response 8-2 for related to the alternatives analysis. In addition, as discussed on page ES-15 of the EA/DEIR, the Streetcar Alternative 1 route was identified as the route having the highest daily ridership after a comprehensive alternatives analysis.

Response PH1-14 – Sean Pulich

Accommodations will be made to ensure continuous operation of the streetcar during City-approved special events on 4th Street. The manner of operation has not been determined at this stage of the planning process, and will require coordination between the City, OCTA, and Downtown businesses. Regardless of the operational change during special events, advanced notice and appropriate signage would be provided to guide streetcar patrons to the replacement service locations during such events.

Response PH1-15 – Ruby Cardenas

See Response PH1-2(1) related to construction impacts. As discussed on page 3-197 of the EA/DEIR, the duration of concentrated construction activities would be no more than six months at one location along the alignment, including 4th Street. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime and weekend work.

Response PH1-16 – Ruby Cardenas

The EA/DEIR equally assessed Streetcar Alternative 1 along 4th Street and Streetcar Alternative 2 along 5th Street.

Response PH1-17 – Ruby Cardenas

The comment requesting an attractive streetcar system was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response PH1-18 – Raul Yenez

Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting populations of EJ concern. The City has confirmed that notices were sent to multiple properties owned by the commenter. See Response PH1-1 related to community outreach and distribution of notices for a detailed description of how the project complied with the CEQA and Council on Environmental Quality (CEQ) Guidelines regarding noticing and public involvement.

Response PH1-19 – Raul Yenez

The support for the Streetcar Alternative 2 was forwarded to the decision makers for consideration. See Response PH1-2(1) related to construction impacts. See Response PH1-15 for effects along 4th Street. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime and weekend work. In addition, early construction plans call for the Downtown alignment to be constructed at the beginning of the construction process to limit impacts to businesses.

Response PH1-20 – Tish Leon

The public meetings during the 45-day review period of the EA/DEIR served as a forum for recording public comments and receiving testimony on the project and EA/DEIR, and not as a forum in which the City answered questions or engaged in a dialogue with the public. All comments made at the time of the meetings were recorded to become part of the administrative record for the project; these oral comments have been included in this REA/FEIR, for which a response to each comment has been provided.

Response PH1-21 – Sean Pulich

The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. A connection from the SARTC to John Wayne Airport is outside the scope of the project. Comments about future regional connections in Orange County should be directed to regional transportation agencies, such as Metrolink and the Airport.

Response PH1-22 – Madeleine Spencer

See Response PH1-1 regarding to public outreach and Response PH1-2(1) regarding construction along 4th Street.

Response PH1-23 – Madeleine Spencer

Section 3.10-2.3 on page 3-127 of the EA/DEIR discusses the potential impact of removing on-street parking for Streetcar Alternatives 1 and 2. 5th Street, which is referenced by the commenter, would have removed approximately seven of the existing 33 parking spaces. The loss of parking in the Civic Center area would be minimal and absorbed into nearby parking structures. No adverse effects are anticipated.

Response PH1-24 – Madeleine Spencer

The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. Willowick is within the Study Area, although the redevelopment of Willowick is outside the scope of the project. The streetcar would operate within the PE ROW adjacent to Willowick Golf Course, but as stated on page 3-65 of the EA/DEIR, no adverse effects would occur. See Response PH1-7 for issues regarding equity.

Response PH1-25 – Sean Pulich

See Response PH1-12.

Response PH1-26 – Unknown Speaker

As stated on page 3-197 of the EA/DEIR, the construction period is anticipated to be approximately 30 months, with major activities to be completed within the first 24-month period.

Response PH1-27 – Ruby Cardenas

Your suggestion for the alteration of bus hours has been forwarded to OCTA for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

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TRANSCRIPT OF:
Santa Ana-Garden Grove
Fixed Guideway Project hearing
June 17, 2014

Reported by: Miriam Baltos, CSR #9704

Pages 1 - 22

Page 1

1 TUESDAY, JUNE 17TH, 2004
2 * * *
3
4 CITY MANAGER CAVAZOS: Good morning. Buenos dias.
5 Who knows how to say "good morning" in
6 Vietnamese? Anybody? Say it.
7 UNIDENTIFIED SPEAKER: (Speaking in Vietnamese.)
8 CITY MANAGER CAVAZOS: All right. Good.
9 I want to welcome everybody to the street car --
10 the Santa Ana-Garden Grove Fixed Guideway Project, very,
11 very exciting. I'll try to make it entertaining for you.
12 If you have comments at the end, we have
13 different ways to take them.
14 The first thing I want to do is ask Tanya and
15 Jason to come up here.
16 We have worked really hard on this project for
17 years and we have done a tremendous job in outreach. We've
18 mailed thousands of postcards, we've distributed fliers,
19 we've done Nixles. We wanted to make sure everybody has an
20 opportunity to learn about these meetings. We've had three
21 different meetings; one on the east side, one in central
22 Santa Ana and then one on the west side to make sure that
23 people have an opportunity to come. And also we did it at
24 different times; on a Saturday morning, on a Tuesday in the
25 morning and then we're going to have an evening session

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1 Thursday night so everybody had a chance to come here. And
2 if you're not able to come to this meeting, please spread
3 the word and have them call us and we'll schedule a special
4 meeting just to meet with you individually and talk to you.
5 So we want to make sure everybody has an opportunity.
6 But I would like Jason and Tanya to go ahead and
7 give people an idea of the outreach that was done. Because
8 at the last meeting there were three people in the local
9 area and two of them got the postcard and one of them
10 didn't, but we wanted to make sure that it be known we did
11 everything we can to get the word out. So we'll start with
12 Jason.
13 JASON GABRIEL: Okay. Well, from the beginning of
14 this study process for the environmental, we started with
15 -- and the board back there describes the study process,
16 but we started with community listening sessions, we had
17 scoping meetings, we had stakeholder meetings and now we're
18 in the EA/DEIR public hearing phase. But throughout those
19 scoping meetings, community listening sessions, we also
20 reached out to a lot of the neighborhoods in the area, all
21 the stakeholders that we could find, we talked and tried to
22 get input from everybody to provide input on the project.
23 Now as we're releasing the environmental
24 document, we looked at everybody within 500 feet of the
25 alignments that are proposed. That includes property

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1 owners, if they don't live there their tenants, and for
2 multi-unit commercial and residential, we identified all of
3 the units within those properties as well. So we looked at
4 everybody there.
5 We also looked at all the stakeholders we've had
6 throughout this process, we've reached out to them as well
7 as well as resource agencies and we sent out over 4,000
8 postcards just to notify everybody of these meetings, so a
9 very robust outreach.
10 And, you know, Tanya will provide us some more
11 detail.
12 TANYA LYON: So in addition to the 4,000 postcards we
13 sent out to everyone within 500 feet of the route, we also
14 provided the EA/DIR at every single of the -- the flier at
15 every single community center as well as the locations
16 posted here on the board, so it's online at City Hall, the
17 city clerk's office, the library as well as in the city of
18 Garden Grove.
19 In addition to that we also sent out a public
20 notice and a press release. We've had multiple articles in
21 the newspaper, in The Register, I think Voice of OC even
22 carried it and so -- and we continue to reach out. So if
23 there is anyone who hasn't heard it, it's been on social
24 media as well and we're continuing to get that message out.
25 CITY MANAGER CAVAZOS: Thank you.

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1 Having said that, five years from now hopefully
2 some of us will see the train go by and they'll go "Wow, I
3 didn't know they were going to do a train." So I wanted
4 you to know that will still happen even though we tried
5 everything possible to get the word out.
6 So we'll go ahead and get started. I think that
7 I'll talk while the screen is going on and I don't want you
8 to look at me, look at the screen, because otherwise if I
9 stand in front of it it will be very hard for you to see
10 it. So we'll go ahead and start.
11 We want to welcome everybody to the meeting.
12 And, of course, the purpose today is to give you
13 information about the street car project, tell you that
14 there are other meetings and where the locations are for
15 the environmental assessment, and a draft Environmental
16 Impact Report and then how to submit comments, we'll talk
17 to you about how to do that.
18 We really want your input, that's why these
19 meetings are so important. We've been at this for several
20 years and I do -- do we have a copy of the report?
21 UNIDENTIFIED SPEAKER: Yes, we do.
22 CITY MANAGER CAVAZOS: Can you bring it over to me?
23 And we had a meeting on Saturday, today of course
24 we're having a meeting this morning and then we have
25 another one on Thursday, Thursday night.

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1 Thank you.
2 Next slide.
3 We have the environmental assessment, and I'm
4 going to put the books over here with this young good
5 looking gentleman and if you want to thumb through it you
6 can. If not, you can pass it around. But, again, I want
7 you to feel how much work was done on this project in terms
8 of the assessment, the environmental review is very, very
9 substantial, millions of dollars in the making so we worked
10 really hard to cover all the different options and the
11 environmental impact. If you want to read the report
12 there's lots of ways to do it. You can go to Public Works
13 with the City of Santa Ana, you can go to the city clerk's
14 office, you can go to the public library, you can go to
15 Rosita Park, you can go to the train station here in Santa
16 Ana, you can go to Garden Grove and get a copy there or you
17 can go to Orange County Transportation Authority, they have
18 a copy there, or you can from the luxury of your home or
19 Starbucks or anywhere else you can get it online,
20 santaanatransitvision.com, the full report is there.
21 We, as I mentioned earlier, have been working
22 hard on this for many years. In 2006 the Board approved
23 Measure M, was a local sales tax for transportation, and of
24 course that's a partnership between Orange County Transit
25 Authority and local cities within Orange County and the

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1 goal was to foster transit connectivity and extend the
2 reach of Metrolink and to look at those projects that were
3 best suited for funding. There were 35 projects submitted,
4 31 of them involved buses and shuttles, four of them
5 involved rail, the two that were selected were the Anaheim
6 project and the Santa Ana-Garden Grove project.
7 When I went over to OCTA to meet with the board
8 there and the staff, I looked at the vision and will tell
9 you that every single part of the vision has been achieved
10 with the exception of one major area and that's light rail
11 or street car. So this is the final step in achieving the
12 vision for OCTA which is to include the street car or light
13 rail.
14 How many people here take the bus? All right. I
15 took the bus for nine years when I was starting my career.
16 And the reason I took the bus is because I couldn't afford
17 a car, real simple. And then one day I got a car and never
18 took the bus again. But later on in my career when the
19 train was available, I had a car but I took the train. So
20 I always tell people when they ask me why did I take the
21 train or the bus, I took the bus because I had to, I took
22 the train because I wanted to and there's a big difference.
23 And I really believe that a train or a light rail system
24 has many major, major benefits for people.
25 The first part of the study was to look at the

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1 feasibility to define the transit vision for Santa Ana and
2 Garden Grove and to move into the second step. And so in
3 earnest the alternative analysis and environmental review
4 started in the fall of 2009 with meetings like this,
5 getting people's input, and where do you want the route,
6 where most people need transit. And based on all of that
7 the alternatives were identified for further study in the
8 fall of 2012 after three years of analysis.
9 This is the study area. I wanted to make sure
10 everybody had the boundaries; 17th Street/Westminster on
11 the north, First Street on the south, Grand Avenue on the
12 east and Harbor Boulevard on the west, about 4.1 miles
13 total for the study area.
14 We did look at alternatives; namely the bus, bus
15 rapid transit and of course the street car and there's
16 pictures of each of those types of alternatives listed
17 there. And we looked at several alternatives. The first
18 alternative has some benefits. We believe it serves the
19 greatest number of transit dependent households. It has
20 the highest daily ridership, it has the lowest operations
21 and maintenance cost and we believe that the land use best
22 supports this type of transit.
23 There are some challenges in that it could impact
24 some on-street parking. Remember, though, when you have
25 parking, that's because people are coming there with cars.

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1 If you have transit, they're going to be coming there by
2 train so hopefully there's more than beneficial offset
3 based on those needs.

4 Street car alternative two, you can see the route
5 there. It provides better coverage of the Civic Center
6 destination, so you can see it goes up there on Civic
7 Center Drive. But there are some challenges with the
8 route. It's a little bit longer, longer route means
9 greater cost. I asked them to be specific. It's about
10 seven percent greater cost. And also there's more
11 right-of-way impacts with that route.

12 And, of course, the bus is also an option that
13 was evaluated. Initially it does have a lower capital
14 cost, it does not require any right-of-way requirements and
15 it has no adverse effect on the environment because of the
16 existing bus transit already. Some of the challenges is
17 it's the lowest daily ridership, less passenger carrying
18 capacity, it's less efficient, it's not as convenient and
19 it provides very little economic development and benefit.

20 Everybody will give you economic analysis but my
21 experience has been that for every dollar in transit
22 investment you get about five dollars back in economic
23 benefit. So some are higher, some are a little bit lower,
24 but that's the general rule of thumb.

25 So by the street car, it's very reliable,

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1 accessible. I speak from personal experience. When you're
2 waiting for a bus, it seems like an eternity. Has anyone
3 ever done it, "Where's the bus? Is it coming?" When
4 you're waiting for a train, it's right on schedule. I
5 could see it from my bedroom, I could text it and it said
6 "The train will be here in four minutes." I go down the
7 stairs, go across the track, wait there and sure enough
8 there's the train with the lights coming. So reliable and
9 accessible, very friendly environmentally. It's got the
10 electricity there, it fosters walkability, it's a catalyst
11 for economic development and it's very compatible with the
12 character and scale of a high density city like Santa Ana
13 and Garden Grove.

14 This is one of the charts that I developed when I
15 got here. I was making my initial presentation to the
16 Board of Directors for OCTA and I asked the staff to rank
17 the cities by density, the large cities, and to take a look
18 at the ones that had a rail transit system or a street car,
19 and the ones who didn't. And what I found out was there's
20 two cities in America of the top 15 that don't have a light
21 rail system or a street car and they're both in Orange
22 County. We got a little work to do here. And Santa Ana in
23 particular with almost 12,000 people per square mile is a
24 poster child for this type of transit. And we're right
25 between Boston and Chicago and you can see all the cities

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1 have this type of system with the exception of Santa Ana.

2 What about the cost? Well, over the long term
3 the cost of over 25 years has a street car actually being a
4 little bit less expensive than the bus in terms of the
5 TSM/best bus alternative and depending on the street car
6 option, it's very, very comparative in terms of cost. And
7 this is based on the useful life of 12 years for a bus and
8 a street car, of course, is a lot longer, 25 years, and you
9 look at all the different costs for O and M and you can see
10 the numbers there.

11 363 million for the bus; street car one, 361; and
12 street car two, 410 million.

13 We want to be an outstanding partner with OCTA
14 and when they're doing a financial modeling and
15 implementation plan they need to know where the money's
16 going to come from, so I recommended to the City Council,
17 the mayor, that we commit to a ten percent cost share, it's
18 about five or six hundred thousand dollars a year once the
19 train is operational, and that can be used for the
20 analysis. And I think it's really important to have them
21 in the game to be a true partner and so we're able to do
22 that.

23 So when you look at all the different things in
24 addition to the City commitment, we have local Measure M
25 funding, federal funding is a possibility, state funds, the

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1 fare box, any user or advertising fees associated with the
2 train and of course the City and developer contributions.
3 We are waiting for OCTA to do their plan. It was approved
4 by the Board and they will be coming back in the next month
5 or so with a plan both financial and implementation.

6 We want to look at the purpose of the
7 environmental analysis is to look at potential effects and
8 impacts in the following key areas; the effect on the
9 community, environmental justice, visual quality, cultural
10 resources, what's the impact on traffic, parking, the noise
11 and vibration, air quality and of course the construction
12 that will take place.

13 We also want to make sure everybody knows that we
14 will comply, of course, with the National Environmental
15 Policy Act and the California Environmental Quality Act
16 requirements.

17 In choosing a route after these years of analysis
18 and looking at the alternatives, these were some of the
19 considerations; the number of people served especially
20 those that are transit dependent, we wanted to look at ways
21 to maximize the benefits to the community and minimize any
22 impacts that are negative. We want to make it easy to use
23 and make sure that the ridership is there when the system
24 is in place, want to minimize cost, we want input from the
25 community and of course we want to make sure that Santa Ana

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1 benefits economically so that we have the quality of life
2 that we're striving for to make sure that this high density
3 city has opportunities to move people through the city.
4 We do have more work to do. We will -- after
5 getting your input, this is a 45-day review period, we will
6 recommend a local preferred alternative to the City
7 Council. They will review that and make a decision, then
8 we will go back to the Orange County Transit Authority
9 Board of Directors in October so they acknowledge the
10 progress that Santa Ana-Garden Grove has made and that they
11 are aware that we completed the local program step two.
12 Then in October of 2014 we will ask the City
13 Council to certify the Environmental Impact Report after we
14 review and take all the comments in. And then we'll
15 transmit that to the Federal Transit Administration and our
16 goal, of course, would be a finding of no significant
17 impact.
18 So we would like to receive your comments today.
19 And then, again, we'll certify the environmental document.
20 I mentioned earlier, I want to re-emphasize, that the
21 Orange County Transit Authority is reviewing and preparing
22 an implementation plan and a funding plan option they'll
23 present to their board. Mayor Pulido is a member of that
24 board and I've been going to all their meetings, so we're
25 representing there. And then go initiate the project

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1 development, the preliminary engineering or right-of-way
2 and the final design. There will be a funding agreement,
3 construction will start and then after construction is
4 completed there will be some testing and operations will
5 begin.
6 So how to submit comments? We will take your
7 comments today. It's comments, it's input. It's not a Q
8 and A. We want to make sure that we capture your comments
9 and then that will be part of the official report and that
10 those comments will be published along with the responses.
11 You can mail them to us. If you wanted to take time and
12 review it, you can e-mail it to us, you can fax it to us,
13 you can do it online, but whatever we do we need comments
14 by July 7th, 5:00 p.m.
15 Thank you so much. And we have court reporters
16 here and we have cards, you want a -- anybody want a card?
17 Tanya has cards.
18 MR. KATZ: Comment cards?
19 CITY MANAGER CAVAZOS: Comment cards.
20 MR. KATZ: Yes.
21 CITY MANAGER CAVAZOS: Right over here.
22 And with that we do have court recorders and we
23 have translation services.
24 Does anybody want to make a public comment so
25 that they can be recorded? We'll start on this side and

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1 walk around the room.
2 MR. KATZ: I'm Peter Katz, a longtime, 45-year
3 resident of the city and this is very exciting. Public
4 transit is an opportunity for this city to increase its
5 economic development and create jobs locally. And if you
6 say for percentage of the jobs for local employment, this
7 is a win-win situation and it will move people around this
8 city from the west to the east. You'll connect Garden
9 Grove to downtown Santa Ana.
10 And this month Orange Coast Magazine has rated
11 downtown Santa Ana as the number one downtown in all of
12 Orange County even without this street car. So this street
13 car will increase the capacity in this city.
14 And I'm really excited, I've traveled around the
15 world and I've ridden on street cars in a lot of cities and
16 they're successful everywhere they've been built. As a
17 matter of fact USA Today last month had an article on all
18 the new street cars that are going in in Atlanta and other
19 cities that are taking advantage of the density of the
20 population because our freeways -- there's no room to build
21 anymore freeways.
22 And the thing about street cars, it doesn't have
23 the socioeconomic stigma of being for the poor class, for
24 the lower class or for the minority. A lawyer will ride a
25 street car, he will not ride a bus. The CEO will ride a

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1 street car, he could read the Wall Street Journal on his
2 way to work. Jurors can use this to go to the courthouse
3 without having to take out their cars. And looking for
4 parking spaces in those garages are a nightmare so
5 especially downtown. You wouldn't have to walk as far from
6 the garage if you're on jury duty or you need to make a
7 court appearance or you're going to go to the tax
8 assessor's office. So for me this is a win-win situation.
9 I think for seniors, for students to go to
10 college, this passes right by Santa Ana College. So I mean
11 it's going to cut down on the transit and the traffic
12 nightmare that we have in this city.
13 And for the city of Garden Grove to connect with
14 Santa Ana, at some point it just connects up to the one in
15 Anaheim, it will move the tourist district further south.
16 Like Las Vegas Boulevard in Las Vegas, it will stretch out
17 to the highway. I envision Harbor Boulevard being a
18 tourist mecca center, bringing all the tourists here
19 stretching from Anaheim to Costa Mesa.
20 So I think this is a win-win situation for the
21 cities, it's going to bring bond revenue, and I think if
22 it's built right and the stops are designed right and the
23 fare is reasonable, I think people will benefit
24 tremendously from this project. So I'm all for it.
25 Anyone else?

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PH2-1
cont.

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1 CITY MANAGER CAVAZOS: Anyone else out here? Anybody
2 on this side?

3 Thank you. All right. Here we go.

4 MS. WOO: Yes. I'm Ruby Woo with the Artesia Pilar
5 Neighborhood Association. I'm also in favor of it but I'm
6 also concerned about the landscaping because it's going to
7 go through my neighborhood, Santa Ana Boulevard.

8 One of the things that I'm upset about right now
9 on Bristol is the bus shelters. I want better looking bus
10 shelters and people are kind of hiding under the bushes and
11 stuff because of the shade so I wish you would consider
12 that, the shelter area being a little bit better looking.

13 Also I notice there's going to be a park and stop
14 area in Artesia Pilar and I would like to invite you to a
15 neighborhood meeting July 16 to explain that park and ride
16 shelter.

17 And so I'm really concerned how it looks in the
18 community, landscaping, also what they're going to be doing
19 about some businesses because of -- the businesses on Santa
20 Ana Boulevard are not -- the landscaping in that street
21 area, how that's going to be paved and look better. I know
22 it's going to look better but I want it to really look
23 good.

24 Thank you.

25 CITY MANAGER CAVAZOS: Thank you.

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PH2-2

1 UNIDENTIFIED SPEAKER: I have a question.

2 Where's the parking lot going to be?

3 MS. WOO: It's going to be on Raitt and Fifth Street,
4 that area, it looks like you could stop and park there. I
5 was just looking at it really fast so I just wanted some
6 information on that.

7 CITY MANAGER CAVAZOS: Okay. We're here to get input
8 and comments, not Q and A, but I will be here afterwards
9 for anybody that has questions. This can't be part of the
10 official record.

11 Who wants to give input or comments?

12 Yes, sir.

13 UNIDENTIFIED SPEAKER: I have a comment.

14 How long will it take from the start to finish of
15 the project?

16 CITY MANAGER CAVAZOS: So I'm going to refer back to
17 the comment I made earlier because it's part of our
18 presentation so I'll re-emphasize it.

19 We are currently working with the OCTA, they are
20 the lead agency and they are developing a financing plan
21 and a implementation plan. And as soon as that's done and
22 the Board approves it, we'll have a better idea of how long
23 it will take and how it's going to be financed. But right
24 now we don't have any real concrete estimates.

25 Anybody else?

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PH2-3

1 UNIDENTIFIED SPEAKER: What's the earliest it would
2 start?

3 CITY MANAGER CAVAZOS: If you wrote us a check today
4 personally, we could probably have it done in about four
5 years. So it all depends on the plan. I'm not being
6 facetious.

7 UNIDENTIFIED SPEAKER: So if funding came in -- from
8 the point funding comes in, it could be four years?

9 CITY MANAGER CAVAZOS: Yes.

10 Usually it takes about 18 months for design, two
11 years to construct, there's some testing. I've done two or
12 three of them, some of them take ten years, ten years goes
13 by fast. Some of them take five or six years. But, again,
14 to re-emphasize the reason I'm answering your question is
15 because I presented it earlier.

16 Kelly, what's the schedule for the work that's
17 being done with implementation and financing, when is that
18 due back from the Board?

19 KELLY: We have an item that's tentatively scheduled
20 to go to the Board in August.

21 CITY MANAGER CAVAZOS: When?

22 KELLY: In August.

23 CITY MANAGER CAVAZOS: August, okay. So we'll have a
24 better idea in August.

25 All right.

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PH2-3
cont.

1 UNIDENTIFIED SPEAKER: We have a question over there.

2 CITY MANAGER CAVAZOS: One more.

3 I want everybody to hear. If you could stand up
4 too.

5 UNIDENTIFIED SPEAKER: Or not. They can hear well
6 over the speakers.

7 CITY MANAGER CAVAZOS: By the way, how come you're not
8 wearing a tie?

9 UNIDENTIFIED SPEAKER: Yes, I'm very casual today.
10 Thank you.

11 How are you going to handle or how is it going to
12 be handled the businesses that are going to be in the --
13 that are where the street car is going to go? Four years,
14 it's a long time for businesses to survive that process.
15 How are you going to handle those people that are going to
16 be affected economically?

17 CITY MANAGER CAVAZOS: That's a good question. Again,
18 not related to this specifically, again, it relates to the
19 implementation plan.

20 In my prior experience we have people assigned to
21 different segments of their route working very close with
22 the businesses and residents and then minimize the impact
23 on your business or livelihood and so that's their goal
24 that they would have.

25 I don't want to oversimplify it but in this

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PH2-4

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1 particular case this technology is in the right-of-way in
2 the vast majority of cases. So it looks different from a
3 situation where you're actually taking property from both
4 sides of the road, the impact it will have there and it
5 will be significant in that case.

6 So I'd like to talk to you afterwards.

7 So, people, we want comments not questions,
8 comments. If you have questions, we can take them and
9 respond to them in writing. So everybody has -- you can
10 ask any question you want and we'll respond in writing.

11 Anybody else?

12 Have a wonderful day. We'll stick around for a
13 while and talk.

14 By the way, we have lots of food left.

15
16 (End of transcription.)

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REPORTER'S CERTIFICATE

I, MIRIAM G. BALTES, do hereby certify:

That I am a duly qualified Certified Shorthand Reporter in and for the State of California, holder of Certificate No. 9704, which is in full force and effect, and that I am authorized to administer oaths and affirmations;

That the foregoing proceeding was taken before me at the time and place herein set forth;

That the proceedings were recorded stenographically by me and were thereafter transcribed by me or under my direction and supervision;

That the foregoing pages contain a full, true and accurate record of the proceedings and testimony to the best of my skill and ability.

Dated: July 1, 2014

MIRIAM G. BALTES, NO. 9704

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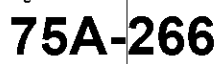
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Public Hearing Meeting No. 2

Response PH2-1 – Peter Katz

The general support for the proposed project was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response PH2-2 – Ruby Woo

Detailed design specifications for the shelters, the park-and-ride lot, and landscaping have not been developed at this stage of the planning process. Streetcar stations were discussed on page 2-13 of the EA/DEIR. The stations for the build alternatives will be located curbside adjacent to the platforms within the public right-of-way. They will consist of a shelter constructed substantially of transparent materials. In addition to seating, the stations will provide traveler information such as estimates of next train arrival time. The design concerns have been forwarded to the decision makers for consideration. The project would adhere to local established building and landscaping standards to ensure that the project is visually consistent with the existing surroundings.

Response PH2-3 – Unknown Speaker

As stated on page 3-197 of the EA/DEIR, the construction period is anticipated to be approximately 30 months, with major activities to be completed within the first 24-month period.

Response PH2-4 – Unknown Speaker

As stated on page 3-197 of the EA/DEIR, the construction period is anticipated to be approximately 30 months, with major activities to be completed within the first 24-month period. The duration of concentrated construction activities would be no more than six months at any given location along the alignment.

As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. As stated on pages 3-218 and 3-219 of the EA/DEIR include a Traffic Management Plan and a Noise and Vibration Control Plan to reduce construction effects.

Upon completion of project construction, the build alternatives would allow improved access to Downtown Santa Ana and other high-intensity areas of employment, commercial development, and recreational opportunities. Improved transportation service would enhance visibility and access to existing economic activity centers, including those businesses that would be temporarily affected by project construction and areas targeted for redevelopment.

TRANSCRIPT OF:
Santa Ana-Garden Grove
Fixed Guideway Project Hearing
Thursday, June 19, 2014

Reported By: Josephine C. Nokes, CSR No. 9098

Job No. 1875706

Pages 1-34

THURSDAY, JUNE 19th, 2014, 6:20 p.m.

* * *

CITY MANAGER CAVAZOS: Well, I want to welcome everybody here. I'm going to go ahead and talk loud because we don't have a speaker. If you want to follow along on the screen, that's great. You don't have to look at me. And we have court reporters here that are taking notes. At the end of the presentation, we will open it up for comments and questions, but it's not a Q & A. We're actually doing this, comments, and then we'll take the information or the questions and then we'll respond as part of an environmental record then, okay. Now after the meeting, if people have a question, we'll stick around and we'll answer it, kind of off the record.

Okay. The first slide. Welcome. We're doing this in three languages, Vietnamese, English, and Spanish. Bienvenidos. I don't know how to say "welcome" in Vietnamese. Who can do it for me?

UNIDENTIFIED SPEAKER: Here, here.

CITY MANAGER CAVAZOS: Give us a welcome.

UNIDENTIFIED SPEAKER: (Speaking in Vietnamese.)

CITY MANAGER CAVAZOS: Thank you.

So we've had three meetings. This is the third one. We had one at the depot, we had one in downtown at

the community room, and this is the third one on the west side of town. We had it at different times. We had it on a Saturday morning, we had it on a Tuesday morning, and now on a Thursday night, so people could have different options. Some people don't have a car so we tried to disperse them throughout the city.

We do want you to know where the Environmental Assessment and the Draft Environmental Impact Report are. We have a copy here. Let's pass it around, Tanya, so people know how big it is. We've been at this thing for several years, millions of dollars in planning in terms of analysis, and we're going to talk about how to submit comments.

Next slide. So we really, really want your input. We're very grateful that you came tonight. Thank you. Again, we had a meeting on Saturday, we had one on Tuesday, and today's the third meeting. We're going over and above what's required. It's very, very important that we do that. So we have a 45-day review period that will end July 7th. So you have until July 7th to submit comments.

The next slide.

Guys, guys. Excuse me. Right over here. We've got to keep quiet because I'm trying to speak, and if people want to talk and have side conversations, go

outside, but you can't do it now. After we're done, you can talk all night long, but we really need your attention.

So we have it here at the City Hall Public Works counter, the City Clerk's office, the public library, Rosita Park, the train station. We have it at Garden Grove and we have it at Orange County Transportation Authority. We have the document and we'll pass it around in case people need to know what it looks like. And it's on-line. You can get it on-line and look it over.

Next slide. The Orange County Transportation Authority Go Local Program was initiated in 2006 as part of a voter approved measure and it's local sales tax for transportation. When you look at the vision and the mission for Orange County Transportation Authority, you have every kind of transportation except for one. No light rail or streetcar. This is a critical point in Orange County to have this type of transportation. We do want to extend the reach of Metrolink and foster connectivity throughout the region.

We identified the best projects for funding. There were 35 projects submitted. 31 of them were rubber tar system, basically buses, and four of them were rail projects. Two of them were selected for further study, Anaheim and Garden Grove/Santa Ana.

I mentioned the vision for Orange County

1 Transportation Authority. An integrated and balanced
2 transportation system that supports the diverse travel
3 needs and reflects the character of Orange County. What
4 does that mean? That means if you didn't have a car, they
5 want to get you around in a car, they want to get you
6 around in a bus, they want to be able to move around in a
7 train and also a streetcar. So everybody has an
8 opportunity to be mobile in Orange County.

9 The first step was the feasibility study in 2007
10 and it defined Santa Ana's transit edition to include a
11 modern streetcar system. Why modern? There was one
12 before. There used to be a streetcar in Santa Ana many
13 years ago, and it was again one of two rail projects that
14 were selected by OCTA to move to the Go Local Program step
15 two. We began in 2009, a very comprehensive analysis and
16 alternative review where they identified alternatives for
17 further study in 2012.

18 So the study area, we're in it. This is the
19 study area. But the boundaries are 17th Street and
20 Westminster on the north, First Street on the south, Grand
21 Avenue on the east, and Harbor Boulevard on the west. 4.1
22 miles total. We had to look at alternatives. We looked at
23 the bus, we looked at bus rapid transit, and we looked at
24 the streetcar.

25 Who takes the bus here? Raise your hand. We got

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1 a few people that take the bus. In my life I took the bus
2 for nine years, nine years, because I couldn't afford a
3 car. Later on in my career, I took the train for two
4 years. I loved it. And I could afford a car. I took the
5 bus because I had to. I took the train because I wanted
6 to. There's a big difference.

7 There were two alternatives that were reviewed.
8 The first one is alternative one. You can see it there in
9 green. It starts out at the Regional Transit Convention
10 station way up there on Harbor and 17th Street, and then it
11 comes down the Pacific Electric right-of-way, which is
12 very, very fortunate for Santa Ana because that's already
13 there, and it comes along Santa Ana Boulevard, goes
14 downtown, lots of stops downtown, and then goes on to the
15 Regional Transportation Center where the train people are
16 at.

17 There's the greatest number of transit dependent
18 households along this route. It has the highest daily
19 ridership in terms of these are the benefits. It has the
20 lowest operations and maintenance costs and the land use is
21 highly supported by this transit corridor in this route.

22 Some of the challenges are, it does impact on
23 street parking. It doesn't eliminate it, but it impacts
24 it. Remember, if you have people coming on the train, you
25 don't need as much parking. So there's a balance there.

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1 So I don't want people to think, oh, when parking goes
2 away, we lose customers. They're coming in a different
3 way. They're coming in on the train.

4 No. 2, this is a little bit of a different route.
5 It goes up to the Civic Center there. And the benefits
6 there, it does provide greater coverage of the Civic Center
7 destinations. However, it is longer. It's more
8 circuitous. It means a greater cost, about seven percent
9 higher cost, and there is a little bit of a greater
10 right-of-way impact, but that alternative was reviewed.

11 Then we had the best bus alternative. Initially
12 a lower capital cost, does not require any additional
13 right-of-way because it's already an existing right-of-way,
14 basically the roadway. There's no adverse impact to the
15 environment. However, it has the lowest daily ridership.
16 There's less capacity on the buses. It's less efficient,
17 not as convenient, and it provides very little economic
18 development benefit.

19 So why the streetcar? It's reliable and
20 accessible. I mentioned earlier if you're waiting for a
21 bus, it seems like an eternity, if you ever had to wait for
22 a bus. When's it coming? Is it going to be on time? When
23 you have a train or a streetcar, you have an application
24 that says it's going to be there in two minutes, you go
25 there, and guess what? There it is. It's very, very

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1 convenient, very reliable, and very predictable. It's very
2 environmentally friendly. It saves electricity. It
3 fosters walkability. It's a catalyst for economic
4 development. General rule of them, some higher, some
5 lower, but for every dollar, you get about a \$5.00 economic
6 development investment. And it's very compatible with the
7 community character and the scale.

8 When I came to Orange County eight months ago, I
9 said, give me a chart of density. People that lived here
10 all their lives didn't realize how dense this city is.
11 We're No. 4 in the United States. New York, San Francisco,
12 Boston, and here we are in Santa Ana, California, No. 4.
13 Almost 12,000 people per square mile. And then Chicago.
14 That's my hometown. So density is one of the things that
15 people look at when they're talking about mass
16 transportation, to move people around.

17 And so we are the only -- there are two cities in
18 America that don't have a streetcar or light rail and
19 they're both in Orange County, Santa Ana and Anaheim.
20 Those are the two projects that are being reviewed right
21 now, but every other city has a rail transit system.

22 How much does it cost? As I mentioned earlier,
23 the initial cost for a bus is a lot lower, so when you take
24 over the life span and how long buses last compared to
25 light rail vehicles, you find out that the streetcar is

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75A-270

1 actually less expensive, in terms of streetcar option one,
2 than a bus is. It's slightly, but less expensive. 361
3 million versus 363. And as I mentioned earlier, the
4 streetcar two is about seven percent more expensive, and so
5 it's about 410 million dollars.

6 One of the things that we need to do is make a
7 commitment. Orange County Transportation Authority is
8 going to provide the leadership, the management, will put a
9 funding plan together and an implementation plan together.
10 They're working on it. But they need to know the
11 contribution of Santa Ana. So I recommended to the city
12 council and they voted unanimously that we would pay 10
13 percent of the operations and maintenance costs. Right now
14 it's estimated at about five or \$600,000 a year. So that's
15 our contribution to the streetcar system.

16 How will this be paid for? Lots of ways.
17 Measure 2 money. It's already being collected through the
18 sales tax. Federal funding is a possibility. State
19 funding is a possibility. The fare box, people paying a
20 portion. There'll be advertising and user fees that can be
21 collected. And then again, city and possibly economic
22 development contributions.

23 So why have an environmental analysis? It's
24 really important. It's taken years to do this. It's very
25 comprehensive. We were very, very diligent, but we need to

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1 Look at the impact on the community, what effects there
2 are. There's environmental justice issues to make sure
3 that if we do this, people have access to it and it's in a
4 good location. We have to be careful about what the visual
5 quality impact is. Cultural resources are a factor.
6 Traffic and parking, noise and vibration, air quality, and
7 of course what is the impact of any construction? These
8 are all factors that were looked at, and we are definitely
9 following and complying with the National Environmental
10 Policy Act, NEPA, and the California Environmental Policy
11 Act requirements, CEPA.

12 We don't have a recommendation right now. We
13 want your input. We want you to tell us what you think.
14 It's very important. But we want to choose a route where
15 we look at lots of factors. One is how many people get
16 served, especially individuals that don't have a car that
17 need transit to get around. We want to maximize the
18 benefits and minimize the impacts. We want to have
19 ridership and we want it to be easy for people to use the
20 system. We want to be careful on how we manage our costs.
21 Again, we want community input.

22 And we do want to increase the standard of
23 living, the quality of life, and generation of some
24 resources so that we can improve the quality of life in
25 Santa Ana. A lot of people will move to an area to be by a

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1 train. People want to live close to transportation. It
2 changes people's lives. Cars are expensive. Gas is
3 expensive. Insurance is expensive. And if you have good,
4 solid transportation, lots of times it has a tremendous
5 impact on people's ultimate decision on where they want to
6 live.

7 So here's what's going to happen in the future.
8 We're getting all this input. The 45-day review period
9 will end July 7th. It takes us about a month to collect
10 all the information, make sure we thoroughly analyze it,
11 working very closely with the FTA and the OCTA, and we want
12 to recommend a route, what is our preferred alternative.
13 Then it will go to the Orange County Transportation
14 Authority board of directors in October. The city council
15 will review and certify the Environmental Impact Report in
16 October, and then hopefully later that month or shortly
17 thereafter, the Federal Transit Administration will find no
18 significant impact and then we're on our way. That's the
19 goal.

20 Just to emphasize the next steps, we definitely
21 want your input. We have to certify the environmental
22 document. I mentioned earlier that the Orange County
23 Transportation Authority is looking for financing and an
24 implementation plan, and then we'll initiate the project
25 development, the engineering, the right-of-way acquisition,

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1 the design, have a funding agreement, begin construction,
2 and then begin operations. I don't know exactly how long
3 it's going to take. It depends on the plan. But those are
4 the steps that are required for a successful
5 implementation.

6 How to submit comments. Who's got the cards?
7 Tanya, raise your hand. Anybody want a card? Get it from
8 Tanya. Here's a couple, three, four, five. But you can
9 take your time and review it -- we'll get you one -- and
10 mail it in. You can email it to us. You can fax it to us,
11 you can give it to us on-line, or if you're not afraid to
12 talk in public, we have court reporters here. And I'm
13 going to ask the people that speak to come over here and
14 kind of look in this direction so they can hear you, if
15 possible, because we want to make sure we get your record.
16 And we have until 5:00 o'clock p.m. on July 7th. So don't
17 come to me and say I need till 6:00. 5:00 o'clock, July
18 7th, please. All right. Let's get them in.

19 Next slide. I want to thank you for your
20 interest. What I'm going to do is ask people to fill them
21 out, and then maybe we'll start in the back this time. So
22 in the last row, does anybody want to make public comments?
23 Okay, you can still fill out the application.
24 Does anybody want to make a comment in this row? Okay?
25 Anybody here? How about in this row? Anybody want to make

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75A-271

1 a public comment? Okay.
2 UNIDENTIFIED SPEAKER: (Through Interpreter) So
3 we're now in Phase Two and he wants to know what other
4 phases there are.
5 CITY MANAGER CAVAZOS: Can you pull up the screen on
6 the route. So here we just pick one of them, just like the
7 one you had there, but.
8 CATHERINE HIGLEY: Oh, you want the route?
9 CITY MANAGER CAVAZOS: Okay. Well, there were
10 discussions that occurred, we don't know anything about it,
11 about certain phases, like we're going to do downtown first
12 and then we're going to do this first. This is the program
13 at work. This is the system. Later on, they may go from
14 17th Street and Harbor onto another place. Maybe Garden
15 Grove, but we don't have plans for that right now. This is
16 the system that's being proposed, this alternative and
17 alternative two. When it gets done for implementation and
18 it gets bid out by a program manager, they will make
19 recommendations on how to construct the project, but it's
20 all one alternative. Okay. Thank you.
21 Anybody on this row? Oh, you want to talk.
22 UNIDENTIFIED SPEAKER: Can I ask a clarifying question
23 because I'm confused about if this is question and answer
24 about just the environmental impact review or comments on
25 it?

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1 CITY MANAGER CAVAZOS: You can ask me any question you
2 want, and anything you want to ask, we will either
3 reiterate what we said in prior meetings or answer your
4 questions, but we want your comments because we don't want
5 to make a mistake. So if you have a question, we will
6 respond as part of the environmental. So do you want to go
7 for it?
8 UNIDENTIFIED SPEAKER: Sure.
9 CITY MANAGER CAVAZOS: You got to talk loud because
10 they're taking notes.
11 UNIDENTIFIED SPEAKER: Sure. So I guess my question
12 is in terms of tours that are being given, so there were
13 tours that were scheduled for folks that wanted to see the
14 potential routes and where it would run through and learn
15 more about I guess the proposed alternatives. At some
16 point they got stopped and we didn't get to take the tour,
17 so I know there's a couple of folks that have been asking
18 me, like what happened with those tours. So my question is
19 if those are going to be given again and if whatever input
20 folks give throughout those tours will be considered in
21 this whole process?
22 CITY MANAGER CAVAZOS: The answer is, we want your
23 input by email, by fax, at this meeting, but if you're on a
24 tour and you tell something to somebody, that doesn't
25 count. It's got to be part of this public meeting because

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1 they're not set up for that. So we can have it tonight or
2 you can do it by email. If you want and have questions
3 about the route, I would encourage you to talk to who?
4 Right here.
5 WILLIAM: Talk to me, William.
6 CITY MANAGER CAVAZOS: And he'll get a hold of you
7 outside or he can go through it visually or he can schedule
8 a time for you to go on the tour, but the only public
9 comment is between now and July 7th and it's got to be in
10 writing or verbally at the meeting or with the court
11 reporter.
12 So I got this row. Do you want me to come back
13 to you? You're good. Come back later. Anybody on this
14 row? Yes.
15 UNIDENTIFIED SPEAKER: (Through Interpreter) On
16 Fifth Street, I travel on that street on bike. I drive. I
17 purchase items in those businesses. My question is, how is
18 this going to affect the street, the businesses?
19 CITY MANAGER CAVAZOS: So it's a great question and
20 we'll answer that in writing. If you want to get into
21 another just a friendly discussion about that, we can talk.
22 It's not part of the official record, but we will answer
23 that question in writing. We will answer, how does it
24 impact the businesses?
25 Anybody else on this row? Here we go. You're

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PH3-1

1 up.
2 UNIDENTIFIED SPEAKER: (Through Interpreter) Okay, I
3 saw, on your presentation, I saw that we are concerned
4 about the environment. We took measures for the
5 environment. My question is, how is this going to affect
6 the equity in the properties?
7 UNIDENTIFIED SPEAKER: Is that your question?
8 UNIDENTIFIED SPEAKER: Yeah, if the city's planning to
9 do an equity analysis.
10 CITY MANAGER CAVAZOS: That's part of the work that's
11 been done, and we will respond to that question, but that
12 was one of the factors. Go back to that slide where I
13 talked about that.
14 This is one of the factors we considered, right
15 there, the community effects.
16 UNIDENTIFIED SPEAKER: And environmental justice.
17 CITY MANAGER CAVAZOS: And environmental justice,
18 that's part of the consideration, but we'll respond in
19 writing to your question.
20 Okay, anybody in here? Did you want to say
21 something?
22 UNIDENTIFIED SPEAKER: No.
23 CITY MANAGER CAVAZOS: Okay, you're fine. How about
24 over here? Anybody? You had a comment. Go ahead and talk
25 loud. We want to hear them.

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PH3-2

75A-272

1 WAN CHA: My name's Wan Cha. I'm a property owner in
2 Santa Ana downtown. In Santa Ana downtown, the buildings
3 are built in 1885 to 1925 and 1920 have an on-suite, and
4 then to the old building remodelings in 1925, have a
5 remodeling. And then we have seismic in 1986. And we have
6 -- my building doesn't have a foundation, and then to the
7 trailer is coming in and out. They have a lot of impact.
8 And Santa Ana downtown, that's a historical
9 joint. It's more than 50 years old, and the United States
10 and American history, very short. We have about 200 some
11 years. We have to save, you know, the old buildings,
12 older, older, you know, cultures, and those kind of things.
13 So now -- and can I look at the -- can I go back to the
14 alternative No. 1. So can I go outside in a minute? Can I
15 go outside? Thank you.

16 The City of Santa Ana, they have a plan, and here
17 to here, these areas is the Santa Ana downtown areas, and
18 then the trailers going to the station, the train station,
19 to go back to this way, Santa Ana Boulevard, to go to the
20 Harbor Boulevard, and Harbor Boulevard and they can go back
21 to Santa Ana downtown and then go back to train station.
22 So I do not understand, and then if City of Santa Ana, they
23 try to get a development and more business for the Santa
24 Ana downtown area, and then why they have the trailer go to
25 Santa Ana Boulevard to go back to Harbor Boulevard, and

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PH3-3

PH3-4

1 then go back, and then to Fourth Street, they stop it.
2 Example, my building's right here, and a lot of
3 my customers go to shopping for the Santa Ana downtown. If
4 trailers go to Fifth Street, and I say, we put the
5 business, it's not on Fourth Street, we put the business
6 for the Fifth Street, and then to Fifth Street, people
7 doesn't go. And now these people, they try to -- we need
8 to bring these people to Santa Ana downtown to shopping
9 area, these areas. So these people stop and then one block
10 or two blocks go down to the First Street, they never come
11 down. They just straight go to take a news for the bus or
12 train on Harbor Boulevard, but they never stop right here.
13 Maybe they stop, but not major people. Major people, they
14 need shopping. They need station to get out Fourth Street
15 right away, if they going to put on the station right here.
16 But it's not, and then they going to put on the train
17 station for the Santa Ana Boulevard and go back Harbor
18 Boulevard and then right here, and we have a parking lot on
19 Fifth Street and on Third Street, and the peoples come into
20 the blocks down there, and then this journey for the First
21 Street, we don't put the car anymore. There's a problem
22 joining the peoples walking in and out and they can go to
23 shopping now.

24 So my idea is, we just going to use only this
25 line or take out this line that looks like Santa Monica

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PH3-4
cont.

1 downtown. There's a problem joining them. So right here,
2 the First Street, Santa Monica Boulevard. And then also I
3 went to Denver, Colorado, the downtown areas, with no
4 parking, just the street, the trailers, and peoples walking
5 on it.

6 CITY MANAGER CAVAZOS: Thank you.

7 WAN CHA: So I'm concerning for the problem joining
8 right here or they can put it on, they going to change this
9 way, and then the people, even Harbor Boulevard, the
10 peoples coming in and this right here, shopping, and then
11 go to the station or these peoples come in right here in
12 the shopping and then go back to this station, and then
13 here, these areas, people in and out right away.

14 Thank you.

15 CITY MANAGER CAVAZOS: Thank you very much. Okay, so
16 I forgot where you were sitting.

17 UNIDENTIFIED SPEAKER: He was right next to me.

18 CITY MANAGER CAVAZOS: Okay. So we can't go
19 backwards. Not yet. You can move if you want to. You
20 want to move. Go for it.

21 UNIDENTIFIED SPEAKER: Yeah, I want to move.

22 CITY MANAGER CAVAZOS: Anybody else wants to talk
23 again, move up to the front.

24 So this row was already done. I know you came
25 late, so if you want to move up, I know you need to talk.

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PH3-4
cont.

PH3-5

1 By the way, I'm wearing the socks you sold me, right here.
2 So go for it. Come on over here because you get a better
3 view. Right here. Here we go.

4 ADOLPHO LOPEZ: My name is Adolpho Lopez and I am a
5 property owner on Fourth Street right there by what Mr. Cha
6 was referring to, and we were talking about, we're very
7 concerned about the impact this is going to have on the
8 downtown and Fourth Street especially. We got buildings
9 over there from the 1900s and we want to show them off, so
10 we need to have some kind of idea like Mr. Cha was talking
11 about, and we were thinking maybe later on turn that into a
12 promenade. Right on Fourth Street, turn that into a
13 promenade and let the streetcars park maybe on First Street
14 and walk right to the promenade so everybody concentrates
15 on the downtown area. Thank you.

16 CITY MANAGER CAVAZOS: Thank you. That was short and
17 to the point. We got this row covered. We got this row
18 covered. You want to talk about it, go ahead.

19 SAUL O'CAMPO: So my name's Saul O'Campo. I am a
20 sophomore at Godinez High School and I'm representing
21 Sacred, and I have a question and a comment.

22 My question is, what is the construction for
23 whatever the alternative is going to be going to look like?
24 Now my concern is, if you are a student, go to Mendez or
25 middle college or Widler or any other school that's on the

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PH3-6

75A-273

1 north side of Santa Ana, and live on the south side of
2 Santa Ana, how will they be going to school through that
3 construction? Or vice-versa. If they live on north, on
4 the northern area of Santa Ana, but they go to school in
5 the southern area, how will they get to school? Are you
6 guys going to provide any sort of transportation or are we
7 still going to be having to support ourself and pay for our
8 own transportation going around that construction, or will
9 it just be straight through the construction? And that's
10 all I have.

11 CITY MANAGER CAVAZOS: Thank you. That's an
12 excellent question, and we're going to answer that
13 question, but I will tell you right now that we will have a
14 very successful construction program and nobody's going to
15 be impacted in terms of how to get to places. So we'll
16 work on that, and the construction on this project is less
17 intense than it would be on a major rail project, so we
18 don't believe that anybody's going to be impeded from going
19 to school or shop or anything like that.

20 Yes, sir.

21 UNIDENTIFIED SPEAKER: Can I speak over here?

22 CITY MANAGER CAVAZOS: No, right here. Go ahead. We
23 want you to be by people so they can record your comments.

24 RAUL YANEZ: Oh, okay, I'm going to be very short.
25 My name is Raul Yanez. I also have a few properties on

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PH3-6
cont.

PH3-7

1 Fourth Street right next to Dr. Cha and also Adolpho Lopez.
2 I'm concerned about the construction if it goes in on
3 Fourth Street. I pretty much support the same idea that
4 Mr. Walters said. That's it. Thank you.

5 CITY MANAGER CAVAZOS: Thank you. Thank you so much.
6 We're almost done here. We got everybody in this row? You
7 want to speak? You're good. Madeline?

8 MADELEINE SPENCER: The question I have today
9 actually concerns also a question that I asked before, but
10 today I'm asking a little bit different. I know that the
11 city has a Nixle site that goes out to 3,000 people. I
12 know that the city clerk's email distribution list is 150
13 people, and I know that if this was advertised in English,
14 Spanish, and telemedia, that would be good. I know there's
15 a coastal web site, a Facebook, and Twitter.

16 My question is, out of 350 individuals that live
17 in this city which is just -- I know that there's more
18 people than that that live in this city, what is an average
19 that says that the EIR report has actually done the maximum
20 amount of outreach to this city, if especially, there is no
21 access to computers? We know that in the library, there's
22 16 computers, which are for people's access in the city,
23 and during the survey that the city did for strategic
24 planning, the numbers of that survey are going to show you
25 exactly the number of people who responded. The city had

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PH3-7
cont.

PH3-8

1 to go out and do a robo-call and bring out trucks into the
2 city to be able to get more people to understand.

3 According to the Sunshine Ordinance, you're
4 supposed to do outreach to people within 500 feet of where
5 it is that this project is, and I want to know what kind of
6 numbers because so far from the numbers I've seen at these
7 meetings, this does not validate the number of people in
8 this community getting public outreach.

9 CITY MANAGER CAVAZOS: Okay, thank you. We're going
10 to come back, but we're going to get everybody on this line
11 first. So with the exception -- okay, I'm going to go back
12 to you because that will be four times. Go for it. You got
13 to talk loud because they're recording everything.

14 UNIDENTIFIED SPEAKER: Yes. So you mentioned that
15 it's not going to be a lot of impact as far as
16 construction, but I'm concerned about parking then on
17 the -- not in the downtown area because we already spoke
18 about that, but then going up. Is there going to be an
19 alternative? Are there going to be -- so people that live
20 around, what's going to be that? And since you showed us
21 the report, I believe that we're fourth in the density, is
22 there an idea of doing other than the downtown area where
23 folks do need transportation, the rest of the city?

24 CITY MANAGER CAVAZOS: Okay, so we'll answer that
25 question in writing. Good question.

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PH3-9
cont.

PH3-9

1 Anybody over here?

2 UNIDENTIFIED SPEAKER: My question was, do these
3 studies, do they show who's being served the most, like on
4 these different routes, like is it the local residents or
5 the regional for these different routes?

6 CITY MANAGER CAVAZOS: Well, that's why we have this
7 study available. The analysis is in there, the impact.
8 It's on-line. We encourage you to read it, and if you have
9 comments from that, please let us know.

10 Okay. Thank you. Go for it.

11 ISABEL LOPEZ: My name's Isabel Lopez, and I'm
12 wondering, how do you guys notify the residents of the
13 area?

14 CITY MANAGER CAVAZOS: Good question.

15 ISABEL LOPEZ: Because I live on Santa Ana Boulevard
16 and I want all around and nobody got no notification about
17 the meetings.

18 CITY MANAGER CAVAZOS: Great question. So I will tell
19 you that we have exceeded the requirements for notification
20 and I want -- Jason's not here, but maybe William and
21 Tanya, can you come over here and talk about all the
22 notifications we did, and we'll start with Tanya. We're
23 also going to answer this question in writing, but I want
24 people here to know that there has been quite a bit of
25 notification. We'll go with you, and then we'll start with

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PH3-10

PH3-11

75A-274

1 -- after you, we'll talk to William.
2 TANYA LYON: So the answer to that question that you
3 had is that we sent out notifications on postcards to
4 everyone within 500 feet of the route. We got confirmation
5 back that 4,500 postcards did go out. We posted the actual
6 hard copy of the notifications as well at six different
7 locations here, as well as posting it on-line and in the
8 City of Garden Grove. We also posted the flyer and the
9 information at every single community center that we have
10 in the City of Santa Ana. We also did outreach via social
11 media and also sent out a press release and it was covered
12 by at least three different news organizations.
13 CITY MANAGER CAVAZOS: William.
14 WILLIAM: And I just wanted to add to that that we
15 also used our official records of the county assessor's
16 office to send the postcards to the property owners, and
17 then we also sent them to the tenants, obviously the
18 tenants are the addresses in that 500-foot radius, but
19 wherever we had records available for the property owners,
20 we also sent it to the property owners.
21 CITY MANAGER CAVAZOS: Okay, and that will be part of
22 the official record, too. Yes.
23 UNIDENTIFIED SPEAKER: I don't know if you can answer
24 this question right now, but it said on that one slide that
25 the locally preferred alternatives out of all of these is

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PH3-12

1 going to go to the OCTA. How do you decide which one is
2 the locally preferred alternative that will go to the OCTA?
3 CITY MANAGER CAVAZOS: So we're going to use the
4 criteria I described there. Go back to that slide.
5 So those are the factors for evaluating the
6 alternatives. So we're going to recommend to the city
7 manager, to the city council. They get the final decision,
8 and then after that, we're going to go ahead and provide it
9 to OCTA, so there's two or three checks involved.
10 Yes.
11 UNIDENTIFIED SPEAKER: Thank you.
12 CITY MANAGER CAVAZOS: You made it.
13 UNIDENTIFIED SPEAKER: So in this process of inserting
14 an equity analysis onto the environmental analysis report,
15 I'm wondering if -- one of the areas is the community
16 effects that this will have, right, and I'm wondering if
17 the term community will be broken into parts of low-income
18 communities, minority groups, and even geographically,
19 right? Like how close is it to low-income housing or to
20 areas where gang injunctions are currently cited as.
21 And in addition, the community has until July 7th
22 to give their input, and I'm wondering if there will be
23 room in the future for them to give additional input since
24 that equity analysis is not currently existent.
25 CITY MANAGER CAVAZOS: So we'll answer that question

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PH3-12
con.

PH3-13

PH3-16

1 in writing. These are the alternatives that we are using.
2 Another slide, Cathy. Cathy, can you go back to the other
3 slide, please. But here are some of the other impacts in
4 choosing a route, right there, okay. But we'll provide an
5 answer to you in writing.
6 So the reason why it's important to do it in
7 writing is there are people that are not at this meeting
8 that are very interested in your questions, and we want to
9 make sure they have it on-line so they can ask, well, how
10 did people get notified? How do you decide the route?
11 What's the cost? How long have you been doing this? So
12 they can read all those comments, including the Federal
13 Transit Administration will go over that.
14 So we got everybody here? Yes, sir.
15 UNIDENTIFIED SPEAKER: I have a question along the
16 same lines, but in addition to that, there is a safety -- I
17 don't know if it's a problem, but streetcars do not have
18 good safety records. What are the accommodations made to
19 avoid mistakes that have been made in other communities
20 with streetcar transit?
21 CITY MANAGER CAVAZOS: Good question and we'll answer
22 that one, too. Thank you.
23 Yes?
24 UNIDENTIFIED SPEAKER: Do you know what the average
25 cost would actually be for me to take that transportation?

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PH3-14

PH3-15

1 CITY MANAGER CAVAZOS: Okay, that's a great question,
2 so we'll answer that in writing. There's streetcars all
3 over the country. My experience has been, it's a little
4 bit more than the bus, but not cost prohibitive, but we'll
5 answer that in writing. It's an estimate.
6 UNIDENTIFIED SPEAKER: It's \$2.00 on your FAQs.
7 That's what it says.
8 CITY MANAGER CAVAZOS: Pardon me?
9 UNIDENTIFIED SPEAKER: On your Frequently Asked
10 Questions section on the web site, it says \$2.00.
11 CITY MANAGER CAVAZOS: Okay, you guys need to talk to
12 each other. I think it says \$2.00, but I guarantee you we
13 don't have our financing plan yet from OCTA, so it could be
14 1.75, it could be two and a quarter, but right now probably
15 maybe \$2.00 is the answer, but I want to make sure we do it
16 right.
17 Okay, I'm going to go this way again. So we're
18 on the second round here. Does anybody have a question
19 here? This aisle. This aisle. We're here on this aisle.
20 Go for it. Talk loud.
21 UNIDENTIFIED SPEAKER: So we know that funding for
22 active transportation projects is not -- there's not a lot
23 of money, period. So my question is, long term, I know
24 we're updating our circulation element in the city that has
25 several projects potentially for the next 20 years for more

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75A-275

1 bike lanes and also pedestrian improvements. Would this
2 funding at all affect funding that we could potentially get
3 in the next I guess five, ten years for those projects?

4 CITY MANAGER CAVAZOS: So we'll answer that question,
5 too. Yes.

6 UNIDENTIFIED SPEAKER: I was wondering about how
7 you're going to have designated stops for the cars? Is it
8 going to be like a bus stop, when you think of the classic
9 bus stop, where you maybe have a bench and a covered area,
10 or is it just out in the open?

11 CITY MANAGER CAVAZOS: We have some pictures of the
12 stations there and they'll show you what it's going to look
13 like, so if you want to look at that when we're done, you
14 can look at it. Okay? Is that fair?

15 UNIDENTIFIED SPEAKER: Yes.

16 CITY MANAGER CAVAZOS: And this is all on-line and
17 we'll have pictures available for everybody. So that's the
18 station right there.

19 So we're done with this here and now we're on
20 this row.

21 UNIDENTIFIED SPEAKER: (Through Interpreter) So
22 basically do we choose a streetcar that's going to benefit
23 the community, it's going to help the transportation
24 especially going south. So in other words, I guess --

25 UNIDENTIFIED SPEAKER: No, no. She's saying the

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PH3-16
cont.

PH3-17

1 opposite.

2 THE INTERPRETER: The opposite?

3 UNIDENTIFIED SPEAKER: The opposite.

4 THE INTERPRETER: I'm sorry. I got it wrong then.

5 I'm very sorry.

6 UNIDENTIFIED SPEAKER: (Through Interpreter) So this
7 project is going to have such a huge investment that we
8 choose the streetcar, it's going to be a project in the
9 long term to help the people in City of Santa Ana.

10 UNIDENTIFIED SPEAKER: That was the -- it's a
11 question. Not a statement. How it's going to help the
12 people in Santa Ana?

13 CITY MANAGER CAVAZOS: Okay, good. All right. Here
14 we are again. Anybody? Beautiful. Okay, we're on the
15 last row, the last row, and we're going to start with you
16 and then work this way.

17 UNIDENTIFIED SPEAKER: I'm just wondering, I use a
18 walker. For disabled people, are they going to have to go
19 in and out or use steps or you just jump in?

20 CITY MANAGER CAVAZOS: It's level boarding. I
21 encourages you to look at the station. That's one of the
22 advantages. They're bigger, more spacious. But I would
23 like you to -- Tate, could you help her with those
24 questions after the meeting real quick?

25 UNIDENTIFIED SPEAKER: Sure.

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PH3-18

PH3-19

1 CITY MANAGER CAVAZOS: Yes, sir?

2 UNIDENTIFIED SPEAKER: Obviously you're using
3 electricity. Have you considered using or building your
4 own off the grid solar panels to provide the energy because
5 solar, the panels have advanced so much just in the last
6 five years. In the last 20 years, it's incredible.

7 CITY MANAGER CAVAZOS: Okay, good question.

8 Madeleine is our final speaker.

9 MADELEINE SPENCER: I actually just wanted to ask,
10 though, if the funds are coming from the M -- what's it
11 called, the M?

12 CITY MANAGER CAVAZOS: Measure M.

13 MADELEINE SPENCER: Yes, which is capital funds,
14 right, in our -- it comes from capital funds in our budget.

15 CITY MANAGER CAVAZOS: Are you getting at the source
16 of the funds, the possible funds?

17 MADELEINE SPENCER: Where is it going to come from
18 from the city with the amount that you're talking about?
19 Is it coming out of community development funds?

20 CITY MANAGER CAVAZOS: Community development. So I
21 want to emphasize that right now we're talking about the
22 alternative assessment and the environmental impact review.
23 OCTA is doing an implementation plan and a financing plan.
24 It should be done -- when is that roughly? You said
25 September or August?

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PH3-20

PH3-21

1 UNIDENTIFIED SPEAKER: August/September time frame.

2 CITY MANAGER CAVAZOS: August/September even better,
3 and they will detail the financing plan and then that will
4 be part of OCTA because they're the ones that are going to
5 be the lead. As far as the city's participation, it's five
6 or \$600,000. We are committed to doing that. There are a
7 myriad of ways to get there and we are committed to doing
8 that, but it's four or five years in the future, so I can't
9 tell you exactly where that pot's going to come from.

10 MADELEINE SPENCER: But wouldn't it typically come
11 from community development funds?

12 CITY MANAGER CAVAZOS: No, it could come from
13 anywhere. Okay. That was the final question?

14 UNIDENTIFIED SPEAKER: I have a question.

15 CITY MANAGER CAVAZOS: Yes, sir.

16 UNIDENTIFIED SPEAKER: This project is going to go
17 through our neighborhood, and our present concern is what
18 effect it's going to have on the residents and how many
19 residents are going to be displaced if this project goes
20 through?

21 CITY MANAGER CAVAZOS: I don't think any residents
22 are going to be displaced because it's in the public
23 right-of-way, so we're not going through houses or anything
24 like that. And in terms of your question, maybe take a
25 minute and answer his other question, but we'll do it in

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PH3-22

75A-276

1 writing, too.
2 CITY MANAGER CAVAZOS: Okay, enjoy your evening.
3 Thank you for coming.
4 If you have a question for the record, they'll
5 take it.
6 (End of transcription.)
7 (TIME NOTED: 7:10 p.m.)
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1
2
3 I, the undersigned, a Certified Shorthand
4 Reporter of the State of California, do hereby certify:
5 That the foregoing proceedings were taken before
6 me at the time and place herein set forth, that any
7 witnesses in the foregoing proceedings, prior to
8 testifying, were placed under oath; that a verbatim record
9 of the proceedings was made by me using machine shorthand
10 which was thereafter transcribed under my direction;
11 further, that the foregoing is an accurate transcription
12 thereof.

13 I further certify that I am neither financially
14 interested in the action nor a relative or employee of any
15 attorney or any of the parties.

16 IN WITNESS WHEREOF, I have this date subscribed
17 my name.

18 Dated: 07/01/2014

19
20
21
22 Josephine C. Nokes
23 CSR No. 9098
24
25

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[& - beautiful]

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[convenient - first]

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[five - interest]

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[nepa - pull]

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[purchase - social]

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Public Hearing Meeting No. 3

Response PH3-1 – Unknown Speaker

Under Streetcar Alternative 2 and IOS-2, the Streetcar would travel eastbound along 5th Street from Ross Street to Minter Street. The cross sections and alignment along 5th Street are shown in Appendix O beginning on page 60 (drawing number TR-19 through TR-22) of the EA/DEIR. The streetcar would operate in the right most lane until east of Bush Street where a dedicated right turn lane would generally occur before intersections until Minter Street. No changes would occur to the existing left one or two lanes along 5th Street. Along this segment, the streetcar would operate in mixed traffic. This could include vehicles and/or bicycles, as there is no existing bike lane and travel speeds would be substantially lower. Businesses along 5th Street may be temporarily disrupted during construction. See Response PH1-2(1) related to effects to businesses during construction. Access to existing businesses would be maintained and accessibility to businesses along 5th would be increased with the addition of three stations under Alternative 2 or IOS-2.

Response PH3-2 – Unknown Speaker

See Responses 8-5(5) and PH1-7 related to completion of an EJ analysis and an equity analysis.

The loss of property value is not an environmental consideration under CEQA unless it leads to the physical deterioration of buildings. Regarding equity in properties, there is no supporting evidence or documentation to establish, as fact that the implementation of a streetcar system causes property values to decrease to the extent that blight or physical degradation of buildings would occur. Speculation about fluctuations in property values as a result of transit improvements is not within the scope of the EA/DEIR.

Response PH3-3 – Wan Cha

A cultural resources report was prepared for the project in compliance with Section 106 of the National Historic Preservation act and is included as Appendix K of the EA/DEIR. This report analyzed the potential for the proposed project to adversely affect historic, archaeological or paleontological resources. The Section 106 determination found that no adverse effects to historic, archaeological or paleontological resources would occur from the proposed project.

Proposed construction activities generally would require conventional earthwork equipment (e.g., cranes, tractors, and trucks). Drill rigs and similar vibration-generating equipment may also be used for various construction activities. In addition, as discussed on page 3-208 of the EA/DEIR, pile-driving activities would be limited to the elevated crossing over Westminster Avenue and where the alignment crosses the Santa Ana River channel. The distances between the construction equipment and properties would typically be sufficient to avoid effects to the properties, including historic buildings, as a result of vibration or other activity that could affect these buildings' structural integrity. However, six historic structures have been identified as potential locations of vibration impacts.

As discussed on page 3-219 of the EA/DEIR, the proposed project includes a Noise and Vibration Control Plan to reduce the effects of construction vibration to historic structures. Relevant components of the Plan include:

- Where pile-driving operations are required, vibratory pile driving or pre-drilled pile insertion techniques shall be used whenever possible, rather than impact pile driving;
- Pile driving activity shall be prohibited during nighttime hours;
- Residences located within 560 feet of pile driving activity shall be sent advanced notice of the construction schedule; and
- The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts. Specifically, contractors shall use smaller and lower impact construction technologies where residential and historic structures are located within 26 feet of the construction site.

Response PH3-4 – Wan Cha

The alternatives identified for evaluation in the EA/DEIR were based on public comments, as well as technical analyses, as detailed in the Alternative Analysis Report (under separate cover and available by request or on the City's website at <http://santaanatransitvision.com>). The alternatives analysis process included a comprehensive review of potential technology and alignment options. A wide range of public transit options were defined and investigated as candidate technologies. The initial alignment options were based on the need to establish an east-west transit corridor in the Study Area, and to improve the Study Area's regional transit connectivity by providing direct connections to existing and planned transit services (Metrolink and OCTA fixed route and Bus Rapid Transit services) at SARTC and at the northeast corner of Harbor Boulevard and Westminster Avenue in the City of Garden Grove.

As discussed in the EA/DEIR, Streetcar Alternative 1, traveling along 4th Street, was identified as the route having the highest daily ridership after a comprehensive alternatives analysis.

Response PH3-5 – Adolpho Lopez

The EA/DEIR focused on assessing a streetcar system. The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. The goals and objectives of the project, described in Table 1-1 on page 1-14 of the EA/DEIR, are focused on transportation improvements. The development of a promenade in the Downtown area is outside the scope of this project. Regarding encouraging pedestrians to visit Downtown and 4th Street, and as stated on page ES-15 of the EA/DEIR, it is estimated that Streetcar Alternative 1 would attract between 3,770 and 8,400 riders per day in horizon year 2035. Six stations would be located in the Downtown commercial area of the City. These stations would provide easy access for streetcar riders to visit Downtown businesses.

Response PH3-6 – Saul O’Campo

Regarding safety, concrete barriers with fencing would be placed around the perimeter of construction areas to restrict access and eliminate the threat to safety and security of anyone not directly involved in construction activity. Construction activity would occur in front of Spurgeon Intermediate School, Romero Cruz Elementary School, George Washington Carver Elementary School, and James Garfield Elementary School. Construction zones near schools require additional considerations to ensure the safety of students and staff and promote vehicle awareness. The City of Santa Ana would coordinate with the Santa Ana Unified School District and Santa Ana Police Department to develop and implement a construction traffic safety plan, as identified in Mitigation Measure **SAF1** on page 3-196 of the EA/DEIR, at schools adjacent to the alignment. Precautionary safety features would, as a minimum, include signs, barriers, and crossing and traffic signals to create a safe environment for parents and students during pick-up/drop-off times, as well as the education plan to increase the construction and safety awareness for students and parents.

The construction zone would typically be limited between two- and four-block segments. North-south traffic could experience detours or inconveniences from lane reductions, nighttime or weekend closures, and detours. In addition, daytime construction activity in major intersections would occur in increments to avoid complete intersection closure. Accordingly, impacts to direct routes to and from institutional uses would be temporary and occur for a relatively short period. Therefore, the City would not provide transportation for students around the construction zone.

Response PH3-7 – Raul Yanez

See Response PH3-1 related to construction vibration and historic properties. PH1-2(1) related to a general discussion of construction activities.

Response PH3-8 – Madeleine Spencer

See Response PH1-1 related to community outreach and distribution of notices.

Response PH3-9 – Unknown Speaker

Section 3.10 in Table 3.10-6 on page 3-127 of the EA/DEIR includes a detailed parking analysis which includes a discussion of parking loss outside the Downtown area. The alignment outside the Downtown area, west of Flower Street to Raitt Street would be the same for all of the build alternatives. No parking loss would occur west of Raitt Street or to the east of the Downtown area. As shown in the following table, 53 percent of street parking would be removed along Santa Ana Boulevard between Raitt and Flower Streets.

STREET PARKING SPACES			
Scenario and Segment	Existing Spaces	Spaces	
		Lost	Remaining
Streetcar Alternatives 1, 2 and IOS-1, and IOS-2			
Santa Ana Boulevard between Raitt and Flower Streets	143	73	70

Source: City of Santa Ana, Santa Ana and Garden Grove Fixed Guideway Project Traffic Impact Assessment Report, February 2012.

The loss of parking on Santa Ana Boulevard between Raitt and Flower Streets would affect residential land uses. The City of Santa Ana requires every residential property along this segment of Santa Ana Boulevard to have on-site parking capacity consistent with City zoning and occupancy entitlements. There is adequate although potentially less convenient parking to accommodate residential parking needs along this segment of Santa Ana Boulevard. Therefore, the build alternatives would not result in adverse effects related to residential land uses and the loss of on-street parking spaces.

Response PH3-10 – Unknown Speaker

As stated on page ES-4 of the EA/DEIR, Santa Ana and Garden Grove’s overall vision for the Study Area includes a transit system that integrates seamlessly with the community, provides connections to regional Metrolink and Amtrak commuter rail services at the SARTC, and is compatible with the established urban character. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. The project’s objectives are derived from the need for transportation improvements in the Study Area, which address a variety of community issues. The identification of these needs and corresponding goals and objectives are stated in Table 1-1 on page 1-14 of the EA/DEIR. The alternatives considered as part of the project are based on the need to establish an east-west transit corridor in the Study Area, and to improve the Study Area’s regional transit connectivity by providing direct connections to existing and planned transit services (Metrolink and OCTA fixed route and BRT services) at SARTC and at the northeast corner of Harbor Boulevard and Westminster Avenue in the City of Garden Grove.

One of the factors in the development of the alternative alignments was ridership and what routes would serve areas with the highest demand. As discussed on page ES-15 of the EA/DEIR, the Streetcar Alternative 1 route was identified as the route having the highest daily ridership after a comprehensive alternatives analysis. It is estimated that the Locally Preferred Alternative would attract between 3,770 and 8,400 riders per day in the 2035 horizon year. At the low end, this represents approximately 22 percent more riders than the TSM Alternative (3,085); at the high end, it represents approximately 172 percent more riders than with the TSM Alternative. Streetcar Alternative 2 would attract between 3,020 and 6,425 riders. At the low end, this would be approximately equivalent to the TSM Alternative; at the high end, it represents approximately 108 percent more riders than with the TSM Alternative. IOS-1 would attract between 2,012 and 4,490 riders, and IOS-2 would attract between 1,540 and 3,280 riders which is approximately 47 percent fewer riders than the full alignment alternatives.

Response PH3-11 – Isabella Lopez

In accordance with CEQA regulations, the Notice of Availability of the EA/DEIR for public review was filed and posted at the Orange County Clerk-Recorder’s Office in compliance with Sections 21080.4 and 21092 of the California Public Resources Code; advertised in the local newspaper; flyers were distributed at every community center in the City of Santa Ana; outreach was also conducted via social media; and a press release was covered by at least three different news organizations. Although not required under CEQA or NEPA regulations, available data from

County Assessor and City property records were used to establish a list of property owners and tenants within 500 feet of the alignment. There were 3,796 postcards delivered to property owners, business owners, tenants, and residents related to EA/DEIR availability for public review. Hard copies of the notifications and document were also made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk's Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA), as well as online on the City of Santa Ana website.

Response PH3-12 – Unknown Speaker

Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting populations of EJ concern. The decision was based on a combination of environmental impacts, community input, cost, ridership, and economic development considerations brought to light through the EA/DEIR, Alternative Analysis, and public review process.

Response PH3-13 – Unknown Speaker

See Responses 8-5(5) and PH1-7 related to an EJ analysis and an equity analysis.

The extensive public outreach as described in Response PH1-1 will continue as the project moves forward. Future public outreach, would include, but not be limited to, informing the community aware of construction activities, and providing education programs to familiarize local residents and business owners with the new streetcar system.

Response PH3-14 – Unknown Speaker

See Response PH1-2(4) related to safety.

Response PH3-15 – Unknown Speaker

The streetcar fares have not been determined at this time. A financing plan will be developed by OCTA prior to revenue operation of the Locally Preferred Alternative.

Response PH3-16 – Unknown Speaker

Information regarding possible funding sources have been identified but not approved. The source of funding is not required for consideration in the environmental review process in accordance with CEQA and NEPA regulations. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response PH3-17 – Unknown Speaker

Streetcar stations will include shelters, benches, and trash receptacles. Detailed design information is not available at this stage in the planning process.

Response PH3-18 – Unknown Speaker

As stated on page ES-4 of the EA/DEIR, Santa Ana and Garden Grove's overall vision for the Study Area includes a transit system that integrates seamlessly with the community, provides

connections to regional Metrolink and Amtrak commuter rail services at the SARTC, and is compatible with the established urban character. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. The project's objectives are derived from the need for transportation improvements in the Study Area, which address a variety of community issues. The identification of these needs and corresponding goals and objectives are stated in Table 1-1 on page 1-14 of the EA/DEIR.

In addition, and as stated on page ES-5 of the EA/DEIR, the City of Santa Ana would benefit from increased connectivity to the regional transportation network. The eastern terminus of the alignment is the SARTC, which is the busiest multi-modal transportation hub in Orange County and will connect the streetcar to Metrolink, Amtrak, and bus lines from the surrounding region. The western terminus is the Harbor Boulevard/Westminster Avenue intersection, where connections to local and intra-county buses operated by OCTA are available.

Response PH3-19 – Unknown Speaker

See Response PH3-17. The specifications related to boarding procedures have not been identified at this time. The proposed streetcar system will comply with the Americans with Disabilities Act (ADA) requirements to accommodate disabled patrons.

Response PH3-20 – Unknown Speaker

Solar power has not been considered as part of the proposed project, although the proposed project does not preclude the future integration of solar power.

Response PH3-21 – Madaleine Spencer

The source of funding is not required for consideration in the environmental review process in accordance with CEQA and NEPA regulations. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response PH3-22 – Unknown Speaker

Acquisitions requiring displacement would comply with the Uniform Act. Acquisitions related to the build alternatives are shown in Table 3.3-5 on page 3-23 of the EA/DEIR. Streetcar Alternative 1 would result in three full acquisitions and six partial acquisitions; Streetcar Alternative 2 would result in six full and ten partial acquisitions; IOS-1 would result in four full and two partial acquisitions; and IOS-2 would result in five full and six partial acquisitions. The amount and type of private property acquisitions were found to result in less-than-significant impacts.

Chapter 3.0 Corrections and Additions

As required by CEQA Guidelines Section 15088, this chapter provides corrections or clarifications of certain statements in the EA/DEIR. None of the corrections and additions constitutes significant new information or substantial project changes as defined by CEQA Guidelines Section 15088.5 and would not result in new significant impacts or an increase in the severity of any impact already identified in the EA/DEIR. New information is not significant unless the EIR is changing in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. Corrections and additions to the EA/DEIR are provided in underline or ~~strikeout~~ text as needed to indicate an addition or deletion, respectively.

Table of Comments

- The title of Table 3.3.-5 on page V of the EA/DEIR is hereby revised as Acquisitions Related to Build Alternatives.

Executive Summary

- The following sentence is added for clarification to the end of the second to last paragraph on page ES-7 of the EA/DEIR:

The acquisition is shown in Figure 3.3-4 on page 3-22 of the EA/DEIR and would involve a full take (18,719 square feet) of the property at the northeast corner of Main Street and Civic Center Drive (Burger King) and a partial take (730 square feet) of the property at the northeast corner of Broadway and Civic Center Drive (St. Joseph's workshop).

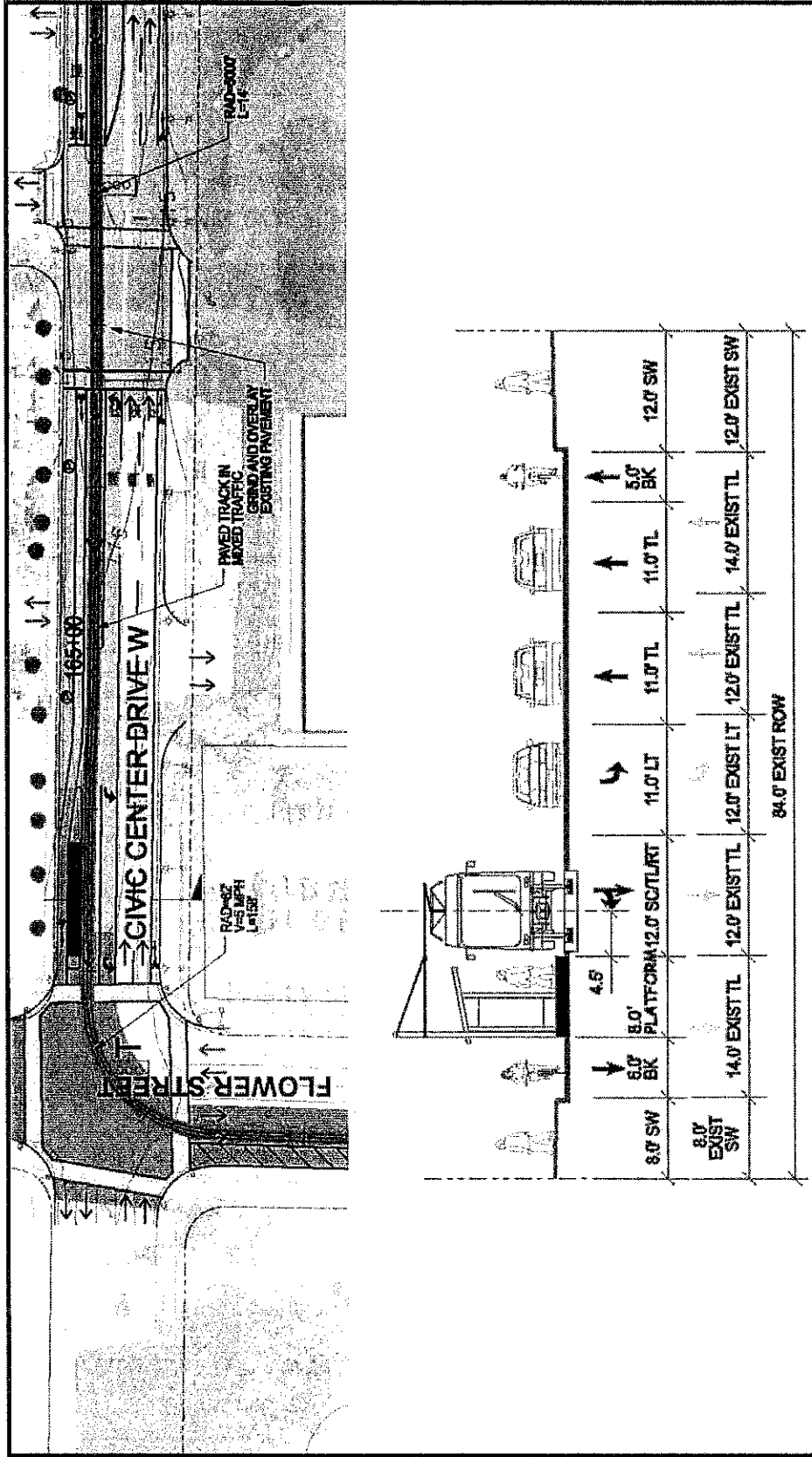
Chapter 2.0 Project Description

- **Figure 2-5** on page 2-12 of the EA/DEIR is hereby revised to show Flower Street as the cross street to Civic Center Drive West:

Figure 2-5

Santa Ana-Garden Grove Fixed Guideway Project

Civic Center Drive Bike Lane



75A-287

Section 3.3 Land Acquisition and Displacement

- The title of Table 3.3-5 on page 3-23 of the EA/DEIR is hereby revised as Acquisitions Related to Build Alternatives.

Section 3.4 Section 4(f) Resources

- Table 3.4-1 (Resource #15) on page 3-3 of the EA/DEIR, is hereby revised to show the corrected address for the Dr. Howe-Waffle House as 120 Civic Center Drive West:

TABLE 3.4-1: SECTION 4(F) RESOURCES				
Resource Name	Location	Build Alts	Criteria/Distance	Section 4(f) Applicability
1. Quonset Huts (Cultural Report Map Reference 2) /a/	1424 N. Susan Street	1,2	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
2. Willowick Golf Course /b/	South of PE ROW	1,2	Publically owned adjacent. Fees charged for use.	Park and/or Recreation Area
3. Old Pacific Electric Santa Ana River Bridge (Cultural Report Map Reference 3) /a/	On PE ROW	1,2	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
4. Santa Ana River Trail and Bikeway/b/	Crosses PE ROW	1,2	Publically owned.	Park and/or Recreation Area
5. Spurgeon Joint Use Recreational Area	207 W. 5 th Street	1,2	Publically owned adjacent.	Recreation Area
6. Friendship Park	Myrtle and Shelley Streets	1,2	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
7. El Salvador Park	10 th and Raitt Streets	1,2	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
8. Angels Community Park	3 rd and Flower Streets	1,2	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
9. Sasser Park /b/	4 th and Parton Streets	1	Publically owned adjacent.	Park and/or Recreation Area
10. Birch Park	3 rd and Ross Streets	1	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
11. Neal Machander Tennis Center	First and Flower Streets	1	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
12. Orange County's Original Courthouse /a/	211 W. Santa Ana Boulevard	1	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
13. Young Men's Christian Association (YMCA) – Santa Ana-Tustin Chapter /a/	203 and 205 W. Civic Center Drive West	2	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
14. First Presbyterian Church (Cultural Report Map Reference 34) /a/	600 N. Main Street	1	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
15. Howe-Waffle House and Carriage House /a/	702 Bush Street and 106 E. 17 th Street 120 Civic Center West	2	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
16. First United Methodist Church (Cultural Report Map Reference 64) /a/	624 French Street	2	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
17. French Park	10 th and French Streets	2	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
18. Folk Victorian-Style Duplex Cottage (Cultural Report Map Reference 58) /a/	507 N. Minter Street	1	National Register-Eligible. Adjacent to Project.	Historic or Archaeological Site
19. Chepa's Park	Stafford and Custer Streets	2	Publically owned. Beyond 500 feet.	Park and/or Recreation Area

/a/ Coordination with "Official with Jurisdiction" occurs with the State Historic Preservation Officer (SHPO) as part of the National Historic Preservation Act Section 106 Process
 /b/ Coordination with "Official with Jurisdiction" occurs directly with the owner/manager of the resource
 Source: URS Corporation, Map and Field Review, July 2011.

Section 3.5 Community Effects and Environmental Justice

- The fourth sentence in the fifth paragraph on page 3-42 of the EA/DEIR is hereby moved as the third sentence in the first paragraph on page 3-44 and revised as follows:

On page 3-42:

French Park. The French Park neighborhood, also known as the French Park Historic District, is a 20-square-block historical neighborhood, bounded by Washington Avenue on the north, Civic Center Drive on the south, Poinsettia Street on the east, and Bush Street on the west. It includes a mix of residential, commercial and industrial land uses. The neighborhood includes homes built between the late 1890s and 1920s, ranging in various architectural styles, including Craftsman, Colonial Revival, Victorian and Neo-Classical, Craftsman Bungalow, Spanish Colonial, and Spanish Eclectic Revival. ~~The historic Dr. Howe-Waffle House is located in French Park.~~ Historic French Park was officially listed on the National Register of Historic Places in 1999. The only community asset within Historic French Park that falls within the Study Area is French Park, at 901 French Street.

On page 3-44:

Downtown Santa Ana. The Downtown Santa Ana neighborhood is bounded by Civic Center Drive on the north, First Street on the south, Main Street on the east, and Flower Street on the west. It includes commercial land uses, with some residential, institutional and parkland uses. The historic Dr. Howe-Waffle House is located in Downtown Santa Ana. Community assets within Downtown Santa Ana that fall within the Study Area include the following:

Section 3.7 Cultural Resources

- **Table 3.7-1** on page 3-95 of the EA/DEIR is hereby revised to correct the address for Dr. Howe-Waffle House (Map Ref. No. 33) to 120 Civic Center Drive West.

TABLE 3.7-1: CULTURAL RESOURCES WITHIN THE APE

Map Ref. No.	Address	Resource Name / Historic Relevance	SHPO Status Code	NRHP-Eligible/Criteria	Other Identifier
21	222 W. 4 th St.	Cenesis Bridal Shop (Moore Building) – Mission Revival	1D, 5S1	Yes, A	C-NR 84000438, SARHP 182
22	220 W. 4 th St.	Hispano-American Jewelers (Ed Waites Saloon & Billiard Hall) - one-part commercial block building	6Z	No	NC-NR 84000438
23	214, 216, and 218 W. 4 th St.	Bridal Shop (Riverine Block) - two-part commercial block building	1D, 5S1	Yes, A	C-NR 84000438, SARHP 152
24	202, 204, 206, 208 210, and 212 W. 4 th St.	W.H. Spurgeon Building - 20 th Century two-part commercial block building	1D, 1S, 1CS, 5S1	Yes, A	C-NR 84000438, SARHP 20; NRIS 79000516; CPHI 487
25	301-309 W. 4 th St.	Starbucks (Phillips Block) - two-part commercial block building	1D, 5S1	Yes, A	C-NR 84000438, SARHP 11
26	221 and 223 W. 4 th St.	Teresa's Jewelers (Been Block/Fashion Saloon) - two-part commercial block building	1D, 5S1	Yes, A	C-NR 84000438, NC-NR 84000438, SARHP 153
27	219 W. 4 th St.	Cassandra's Bridal (Crabtree Saloon) – Vernacular commercial building	5S1	No	NC-NR84000438, SARHP 144
28	213, 215, and 217 W. 4 th St.	Elia's Bridal, Epocca, and Joshua's Designs - 20 th Century one-part commercial block building	1D, 5S1	Yes, A	C-NR 84000438, SARHP 160
29	209 and 211 W. 4 th St.	Fiesta Juice (Semi-Tropic #2) – Victorian commercial building	1D, 5S1	Yes, A	C-NR 84000438, SARHP 198
30	407, 409, and 411 N. Broadway	Las Brisas Restaurant (Beem Building, J.J. Wilson's Shoeshine Parlor) – Spanish Colonial Revival	1D, 5S1	Yes, A	C-NR 84000438, SARHP 175
31	203 and 205 W.-Civic Center Drive West	YMCA – Community Center/Social Hall	1S, 5S1	Yes, A	NRIS 93000237, SARHP 6
32	211 W. Santa Ana Blvd.	Old Orange County Courthouse – Richardsonian Romanesque	1D, 1S, 1CL, 5S1	Yes, A	C-NR 84000438, NRIS 77000321, CHL 837, SARHP 1
33	120 E. Civic Center Drive West	Dr. Howe-Waffle House – Queen Anne	1D, 1S, 1CS, 5S1	Yes, A	C-NR 84000438, NRIS 77000320, CHP1 P341, SARHP 2
34	600 N. Main St.	First Presbyterian Church – Gothic Revival	3S	Yes, C	N/A
35	618-624 Main St.	World Travel (Dr. Wehrly Medical) – 20 th Century two-part commercial block building	1D	Yes, A	C-NR 84000438
36	120 W. 4 th St.	Don Roberto Jewelers - 20 th Century two-part commercial block building	6Z	No	NC-NR 84000438

Section 3.16 Construction

- The second sentence in the second to last paragraph on page 3-202 of the EA/DEIR is revised as follows:

Access to businesses would be maintained during operating hours and signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. In addition, signs would be posted alerting nearby businesses of temporary closures and/or detours.

- The last two sentences in the first paragraph on page 3-202 are revised as follows:
~~These Construction effects, including, but not limited to noise, air quality, visual, traffic, and temporary easements~~ would be short-term, of temporary duration and not adverse. Therefore, Streetcar Alternatives 1 and 2 construction activities would not result in disproportionate adverse effects related to communities ~~community cohesion~~ and ~~character~~ environmental justice.

Chapter 4.0 Mitigation Monitoring and Reporting Program

PRC Section 21081.6 and Section 15097 of the CEQA Guidelines require adoption of a Mitigation Monitoring and Reporting Program (MMRP) for all projects for which an EIR has been prepared. This requirement was originally mandated by Assembly Bill (AB) 3180, which was enacted on January 1, 1989, to ensure the implementation of all mitigation measures adopted through the CEQA process. Specifically, PRC Section 21081.6 states that "...the agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment...[and that the program]...shall be designed to ensure compliance during project implementation."

AB 3180 provided general guidelines for implementing monitoring and reporting programs, which are enumerated in more detail in Section 15097 of the CEQA Guidelines. However, specific reporting and/or monitoring requirements to be enforced during project implementation shall be defined prior to final approval of the proposed project by the decision-maker. In response to established CEQA requirements, the proposed MMRP shall be submitted to the City of Santa Ana (lead agency) for consideration prior to completion of the environmental review process to enable the decision-makers appropriate response to the proposed project. Although the lead agency may delegate reporting or monitoring responsibilities to other agencies or entities, it "...remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."

The MMRP describes the procedures for the implementation of the mitigation measures to be adopted for the proposed project as identified in the EA/DEIR and REA/FEIR. The MMRP will be in place through all phases of the proposed project, including design (pre-construction), construction, and operation (post-construction both prior to and post-occupancy). The City of Santa Ana shall be responsible for administering the MMRP activities or delegating them to staff, other City departments (e.g., Department of Building and Safety and Department of Public Works), consultants, or contractors. The City of Santa Ana will also ensure that monitoring is documented through reports (as required) and that deficiencies are promptly corrected. The designated environmental monitor (e.g., City building inspector, project contractor, or certified professionals depending on the provision specified below) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems.

Each mitigation measure is categorized by environmental topic and corresponding number, with identification of:

- The enforcement agency
- The monitoring agency
- The monitoring phase (i.e., the phase during which the measure should be monitored);
- The monitoring frequency
- The action indicating compliance with the mitigation measure

All agencies and departments are in the City of Santa Ana, unless otherwise noted.

Land Use and Zoning

No mitigation measures related to land use and zoning are required.

Land Acquisition and Displacement

No mitigation measures related to land acquisition and displacement are required.

Visual Quality

No mitigation measures related to visual quality are required.

Cultural Resources

CR1 A qualified principal investigator who meets the Secretary of the Interior's professional qualification standards for an archeologist shall be responsible for managing Native American archaeological resources and human remains. The qualified principal investigator shall appoint an archaeological monitor to be present for ground-disturbing activities that could encounter undisturbed soils. If the qualified principal investigator determines that Native American archaeological resources and human remains are likely present, then both an archeological monitor and a Native American monitor identified by the principal investigator shall be present. The Native American monitor shall be a Native American identified by the applicable tribe and/or the Native American Heritage Commission. The timing and duration of the monitoring shall be determined by the principal investigator based on the sensitivity of exposed sediments.

Prior to initiation of earth-disturbing activities that could encounter undisturbed soils; the archaeological monitor shall conduct a brief awareness training session for all construction workers and supervisory personnel. The training shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the project vicinity, and that the session take place on-site immediately prior to the start of ground-disturbing activities.

If archaeological resources or human remains are encountered during construction, all work shall cease in the area of potential affect until the find can be addressed. The Orange County Coroner's Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial, if necessary. A fifty-foot buffer, or more if deemed appropriate by the principal investigator, shall be established and work outside the buffer may resume.

Areas that would not encounter undisturbed soils and would therefore not be required to retain an archaeologist shall demonstrate non-disturbance to the City of Santa Ana through the appropriate construction plans, as-built drawings, or geotechnical studies prior to any earth-disturbing activities. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 form and filed with the SCCIC.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Principal Investigator and Archaeological or Native American Monitor/SHPO
Monitoring Phase:	Construction
Monitoring Frequency:	Ground breaking activities involving undisturbed soil
Compliance Action:	Field Inspection/Monitoring and Maintenance of Log to Demonstrate Compliance

Geology, Soils, and Seismicity

No mitigation measures related to geology, soils, and seismicity are required.

Hazardous Materials

HAZ1 A Phase I Environmental Site Assessment shall be prepared for the following site should O&M Facility Site A be adopted as part of the proposed project:

- Madison Materials located at 1035 East 4th Street

A Phase I Environmental Site Assessment shall be prepared for the following sites should O&M Facility Site B be adopted as part of the proposed project:

- All Car Auto Parts located at 2002 West 5th Street
- SA Recycling located at 2006 West 5th Street
- American Auto Wrecking located at 1908 West 5th Street

A Phase I Environmental Site Assessment shall be prepared for the following sites should O&M Facility Site A be adopted as part of the proposed project:

The assessment shall be prepared by a Registered Environmental Assessor. The assessment shall be prepared in accordance with State standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste or materials. If hazardous materials are identified in the Phase I Environmental Site Assessment, a Phase II Environmental Site Assessment would be completed to identify the extent of contamination and the procedures for remediation. The Phase II Environmental Site Assessment shall be approved by the California Department of Toxic Substances Control.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Registered Environmental Assessor/Department of Toxic Substances Control
Monitoring Phase:	Pre-Construction
Monitoring Frequency:	Once, prior to construction
Compliance Action:	Site Investigation and Submittal of the Phase I and Phase II Environmental Site Assessments

Traffic and Parking

No mitigation measures related to traffic and parking are required.

Noise and Vibration

N1 The City of Santa Ana shall request a horn-sounding exemption from the California Public Utilities Commission for the crossing at 5th and Fairview Streets. The exemption shall provide justification and demonstrate that safety would not be compromised. In lieu of the warning horn, supplemental safety measures (e.g., four-quad gates, roadway median barriers on grade crossing approaches, and pedestrian gates) would be implemented. If a horn sounding exemption is approved and established, warning horns would not be sounded except under an emergency situation.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	City of Santa Ana/California Public Utilities Commission
Monitoring Phase:	Design
Monitoring Frequency:	During design and prior to operation
Compliance Action:	Agency request submission/Field Inspection

N2 When practical, the contractor shall design special trackwork elements, such as turn-outs, switches, and cross-over to be located at least 600 feet away from sensitive receptors. If this cannot be achieved, then special switch devices, such as spring frogs or movable point frogs shall be utilized. A frog device is used where two rails cross. The frog is designed to ensure the wheel crosses the gap in the rail without "dropping" into the gap.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana
Monitoring Phase:	Design
Monitoring Frequency:	Prior to Approval of Final Plans and Specifications
Compliance Action:	Field Verification of Installation of Trackwork

N3 The contractor shall construct a noise barrier at the land uses identified as Noise Sensitive Areas 9 and 10. For receptors in Noise Sensitive Area 9, the noise barrier shall be at least 10 feet high and extend for 400 feet along the northern property edge of the proposed operations and maintenance facility. For receptors in Noise Sensitive Area 10, the noise barrier shall be at least 8 feet high and extend for 225 feet along the southern boundary of the PE ROW adjacent to 4th Street. The design of the noise barriers shall be identified on project plans prior to issuance of building permits.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana Planning and Building Department
Monitoring Phase:	Design and Pre-operation
Monitoring Frequency:	Prior to permitting and prior to operation
Compliance Action:	Design Review and Field Verification

Air Quality

No mitigation measures related to air quality are required.

Hydrology

No mitigation measures related to hydrology are required.

Safety and Security

SAF1 Under Streetcar Alternatives 1 and 2 and the IOS Alternatives, the City of Santa Ana shall coordinate with the Santa Ana Unified School District and Santa Ana Police Department regarding safety at schools adjacent to the alignment. The collaborative effort between the City and interested parties shall develop and teach rail safety measures to students and parents. Other precautionary safety features shall include signs, gated crossing, and crossing and traffic signals to create a safe environment for parents and students during pick-up/drop-off times.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	City of Santa Ana/Santa Ana Police Department
Monitoring Phase:	Design and Pre-Operation
Monitoring Frequency:	On-going during Construction and Testing
Compliance Action:	Development of Safety Education Program and Instruction and Field Verification

SAF2 The contractor shall install surveillance cameras along the pedestrian walking paths within the PE ROW and at pedestrian gates to adjacent neighborhoods. Police security personnel shall be responsible for surveillance camera monitoring.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana and Santa Ana Police Department
Monitoring Phase:	Design and Pre-operation
Monitoring Frequency:	Prior to Operation
Compliance Action:	Field Verification

SAF3 The contractor shall install emergency call boxes along the pedestrian walking paths within the PE ROW.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana
Monitoring Phase:	Design and Pre-operation
Monitoring Frequency:	Prior to operation
Compliance Action:	Field Verification

SAF4 The contractor shall design the lighting plan for the pedestrian walking paths within the PE ROW to eliminate shadows or dimly lit areas to the greatest extent feasible.

Enforcement Agency: City of Santa Ana
Implementation/Monitoring Agency: Contractor/City of Santa Ana
Monitoring Phase: Design
Monitoring Frequency: Once prior to design approval
Compliance Action: Design Review and Field Verification

SAF5 Within the PE ROW, the contractor shall fence the track area, and appropriate signage and audible and visual warning devices shall be installed at gate openings.

Enforcement Agency: City of Santa Ana
Implementation/Monitoring Agency: Contractor/City of Santa Ana
Monitoring Phase: Design and Pre-operation
Monitoring Frequency: Prior to Operation
Compliance Action: Field Verification

SAF6 If Mitigation Measures **SAF2** through **SAF4** are considered infeasible, then the Willowick Station shall not be made operational by the contractor until an appropriate public access point from the PE ROW is created as part of the Willowick Golf Course redevelopment.

Enforcement Agency: City of Santa Ana
Implementation/Monitoring Agency: Contractor/City of Santa Ana and Santa Ana Police Department
Monitoring Phase: Pre-operation
Monitoring Frequency: Prior to Operation
Compliance Action: Field Verification

Construction (Air Quality)

AQ1 During the construction phase, the contractor shall use Tier 4 or higher off-road construction equipment with higher air pollutant emissions standards.

Enforcement Agency: City of Santa Ana
Implementation/Monitoring Agency: Contractor/SCAQMD
Monitoring Phase: Construction
Monitoring Frequency: Monthly
Compliance Action: Field Verification and Maintenance of Log to Demonstrate Compliance

Cumulative

No mitigation measures related to cumulative impacts are required.

