



CITY COUNCIL AGENDA REPORT

MEETING DATE: FEBRUARY 7, 2012

ITEM NUMBER:

SUBJECT: 19TH STREET SANTA ANA RIVER CROSSING

DATE: JANUARY 25, 2012

FROM: PUBLIC SERVICES DEPARTMENT - TRANSPORTATION SERVICES DIVISION

PRESENTATION BY: ERNESTO MUNOZ, INTERIM DIRECTOR, PUBLIC SERVICES DEPARTMENT

FOR FURTHER INFORMATION CONTACT: RAJA SETHURAMAN, TRANSPORTATION SERVICES
MANAGER, (714) 754-5032

RECOMMENDATION:

Adopt resolution (Attachment 1) reiterating the City's opposition to the proposed Santa Ana River Crossing (SARX) at 19th Street in the City of Costa Mesa and requesting the Orange County Transportation Authority (OCTA) to initiate the process to remove the 19th Street/Banning Avenue bridge from the Master Plan of Arterial Highways (MPAH).

BACKGROUND:

The OCTA's Master Plan of Arterial Highways (MPAH) designates two future crossings over the Santa Ana River, south of the I-405 Freeway. These crossings are located at Gisler Avenue/Garfield Avenue within the Cities of Costa Mesa and Fountain Valley (modified to "Right-of-Way Reserve" status) and at 19th Street/Banning Avenue within the Cities of Costa Mesa and Huntington Beach (Attachment 2). The construction of bridges at these two locations would impose a significant impact to several residential areas, schools, and parks that are in close proximity. The implementation of the bridges would also result in significant adverse impacts on the existing wetlands and biological resources along the Santa Ana River bed, particularly at the 19th Street crossing. In consideration of these impacts, the City of Costa Mesa has opposed the construction of these bridges over the past twenty years. To that effect, the City Council adopted Resolution No. 93-83 in October 1993, and also incorporated objectives in the 2000 General Plan Circulation Element supporting the removal of the bridges. Resolution No. 93-83 and excerpts from the 2000 General Plan Circulation Element are included in Attachment 3.

The City of Costa Mesa, in cooperation with OCTA, the County of Orange, and the Cities of Fountain Valley, Newport Beach, and Huntington Beach, participated in several studies and an Environmental Impact Report (EIR) process on the SARX bridges, between 1993 and 2007. OCTA is the regional agency responsible for the Master Plan of Arterial Highways (MPAH) that designates arterial classifications throughout Orange County. OCTA has an adopted MPAH amendment process that requires all agencies affected by any proposed change to the MPAH develop a consensus recommendation. A timeline of various past actions on SARX issues is included as Attachment 4.

In the fall of 2011, certain efforts were made to re-initiate the review of the 19th Street bridge crossing. On January 17, 2012, the City of Huntington Beach passed a resolution expressing their opposition to the 19th Street bridge. The Costa Mesa City Council at their special meeting on January 10, 2012, directed staff to bring back a resolution for City Council consideration

reiterating the City's opposition to the construction of the 19th Street bridge and requesting OCTA to initiate the process to delete the bridge from the MPAH.

ANALYSIS:

The 19th Street/Banning Avenue bridge over the Santa Ana River is part of the County's Master Plan of Arterial Highways (MPAH). The implementation of the 19th Street/Banning Avenue bridge is supported by the City of Newport Beach and has been consistently opposed by the Cities of Costa Mesa and Huntington Beach. The removal of the 19th Street bridge over the Santa Ana River is projected to result in increased impacts to the Pacific Coast Highway within the City of Newport Beach and increased dependence on the remaining bridges at Victoria Street/Hamilton Avenue and Adams Avenue.

The City of Costa Mesa has adopted a policy in the General Plan Circulation Element requiring that all development applications in the City do not assume implementation of the 19th Street and Gilser Avenue bridges. However, other agencies do not have such a policy and therefore, there are inconsistencies in development approvals and consequently circulation system needs.

According to OCTA guidelines for administration of the MPAH, any amendment will require a cooperative study and a consensus recommendation from the affected agencies. The most recent SARX study was conducted between 2004 and 2007, and focused primarily on the Gisler Avenue/Garfield Avenue bridge. Following the conclusion of the Gisler Avenue/Garfield Avenue Circulation Study, a Memorandum of Understanding (MOU) was approved by OCTA and all affected cities - Costa Mesa, Fountain Valley, and Huntington Beach. This MOU amended the MPAH for the Gisler Avenue/Garfield Avenue bridge by changing its designation to "Right-of-Way Reserve" status. This ensured that this bridge is not assumed by any agency in transportation planning, traffic modeling, and/or land use planning activities. Further, the MOU required all agencies to implement the improvements identified for the "No Bridge" scenario and to follow-up with another study in the future to determine the feasibility of removal of the Garfield Avenue/Gisler Avenue bridge from the MPAH. The above-mentioned Gisler Avenue/Garfield Avenue bridge study provides a template to address the potential removal of the 19th Street/Banning Avenue bridge.

The following is an outline of the anticipated process to remove the 19th Street bridge from the MPAH:

- City Council authorizes staff to request OCTA to initiate the process of removal of the 19th Street/Banning Avenue bridge;
- OCTA, in association with the affected agencies, develops a cooperative study program;
- All agencies approve the cooperative study process and if required, identify funding for the study;
- The study identifies mitigations required for the "No Bridge" alternative;
- Affected agencies approve a Memorandum of Understanding (MOU) agreeing to the required mitigations and an implementation timeline;
- Agencies modify their General Plan Circulation Element recognizing the mitigations and downgrading 19th Street/Banning Avenue bridge to "Reserve" status. This will ensure that the bridge is not considered in any planning studies or approval of development projects; and
- Following the completion of the mitigation measures, conduct a final study to remove the 19th Street/Banning Avenue bridge from the MPAH.

The attached resolution reaffirms the City's opposition to the 19th Street bridge over the Santa Ana River and authorizes staff to initiate discussions with OCTA and affected agencies on the process for removal of the bridge from the MPAH. The City of Huntington Beach City Council has adopted a similar resolution and will be a partner in the process along with OCTA and the

City of Newport Beach. Any future updates such as a Memorandum of Understanding (MOU) for a cooperative study will be brought back to the City Council for authorization.

ALTERNATIVES CONSIDERED:

The City Council may elect not to approve the resolution or make changes to the resolution. Staff will participate in any 19th Street cooperative study based on that direction.

FISCAL REVIEW:

There is no fiscal impact with the approval of the resolution. OCTA and participating agencies will develop a scope for a cooperative study and determine a cost estimate for the process. If City Council approval is required for any fiscal contribution for the study, staff will return to City Council for authorization.

LEGAL REVIEW:

The City Attorney has reviewed the attached resolution and has approved it as to form.

CONCLUSION:

Over the last 20 years, the City dedicated significant amounts of time, effort, and funding towards the proposed deletion of the "Master Planned" arterial roadway crossings over the Santa Ana River, at Gisler Avenue/Garfield Avenue and 19th Street/Banning Avenue bridges. Several studies and a "Program Level" Environmental Impact Report (EIR) were prepared to identify the necessary mitigations if the "Master Planned" bridges are deleted. In 2007, all affected agencies agreed to downgrade Gisler Avenue/Garfield Avenue bridge to "Right-of-Way Reserve" status, pending completion of mitigation measures identified for the "No Bridge" Alternative. However, to date, there has been lack of such consensus for the 19th Street/Banning Avenue bridge.

The attached resolution reaffirms the City's opposition to the 19th Street/Banning Avenue bridge and authorizes staff to initiate discussions with OCTA and other agencies to remove this bridge from the MPAH.



RAJA SETHURAMAN, Manager
Transportation Services Division



ERNESTO MUNOZ, Interim Director
Public Services Department

- ATTACHMENTS:
- 1 Resolution
 - 2 Location of Gisler Avenue/Garfield Avenue, 19th Street/Banning Avenue Bridges
 - 3 Resolution No. 93-83 and Excerpt from the 2000 General Plan
 - 4 SARX Timeline

- DISTRIBUTION:
- Chief Executive Officer
 - Assistant Chief Executive Officer
 - Deputy CEO/Director of Economic Development
 - City Attorney
 - City Clerk
 - Interim Development Services Director
 - Staff
 - File

RESOLUTION NO. 12-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COSTA MESA, CALIFORNIA, OPPOSING THE 19TH STREET/BANNING AVENUE BRIDGE OVER THE SANTA ANA RIVER AND REQUESTING THE ORANGE COUNTY TRANSPORTATION AUTHORITY TO INITIATE THE PROCESS OF REMOVING THE BRIDGE FROM THE MASTER PLAN OF ARTERIAL HIGHWAYS.

THE CITY COUNCIL OF THE CITY OF COSTA MESA HEREBY DETERMINES AND RESOLVES AS FOLLOWS:

WHEREAS, the City Council adopted Resolution No. 93-83, on October 25, 1993, requesting the County of Orange to initiate the process to remove the 19th Street/Banning Avenue and Gisler Avenue/Garfield Avenue Bridges from the Master Plan of Arterial Highways (MPAH); and

WHEREAS, the administration of the MPAH is now under the jurisdiction of the Orange County Transportation Authority (OCTA); and

WHEREAS, the City of Costa Mesa believes that construction of the 19th Street/Banning Avenue bridge will have adverse impacts on adjacent residential neighborhoods, and to parks and wetlands adjacent to the Santa Ana River; and

WHEREAS, several studies on the above Santa Ana River Crossings (SARX) have been conducted over the years; and

WHEREAS, OCTA and the Cities of Costa Mesa, Fountain Valley and Huntington Beach have agreed to a Memorandum of Understanding (MOU) on a process to remove the Garfield Avenue/Gisler Avenue Bridge from the MPAH; and

WHEREAS, the City of Costa Mesa believes that a similar process for 19th Street/Banning Avenue Bridge can be completed demonstrating that an adequate

transportation circulation network can be provided through construction of certain intersection and roadway improvements without the construction of 19th Street/Banning Avenue Bridge; and

WHEREAS, the City of Costa Mesa desires to enter into a cooperative agreement with the Cities of Huntington Beach and Newport Beach, the County of Orange, and OCTA to assess the needed intersection and roadway improvements and assign mitigation cost responsibilities to all involved jurisdictions;

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Costa Mesa re-affirms its opposition to the 19th Street/Banning Avenue Bridge over the Santa Ana River and supports the deletion of the bridge from the MPAH.

BE IT FURTHER RESOLVED THAT the City of Costa Mesa requests OCTA to initiate the cooperative study process to remove the 19th Street/Banning Avenue Bridge over the Santa Ana River from the MPAH.

PASSED AND ADOPTED this 7th day of February, 2012.

Gary Monahan, Mayor

ATTEST:

APPROVED AS TO FORM:

Julie Folcik, City Clerk

Thomas P. Duarte, City Attorney

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF COSTA MESA)

I, JULIE FOLCIK, City Clerk of the City of Costa Mesa, DO HEREBY CERTIFY that the above and foregoing is the original of Resolution No. 12-____ and was duly passed and adopted by the City Council of the City of Costa Mesa at a regular meeting held on the 7th day of February, 2012, by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

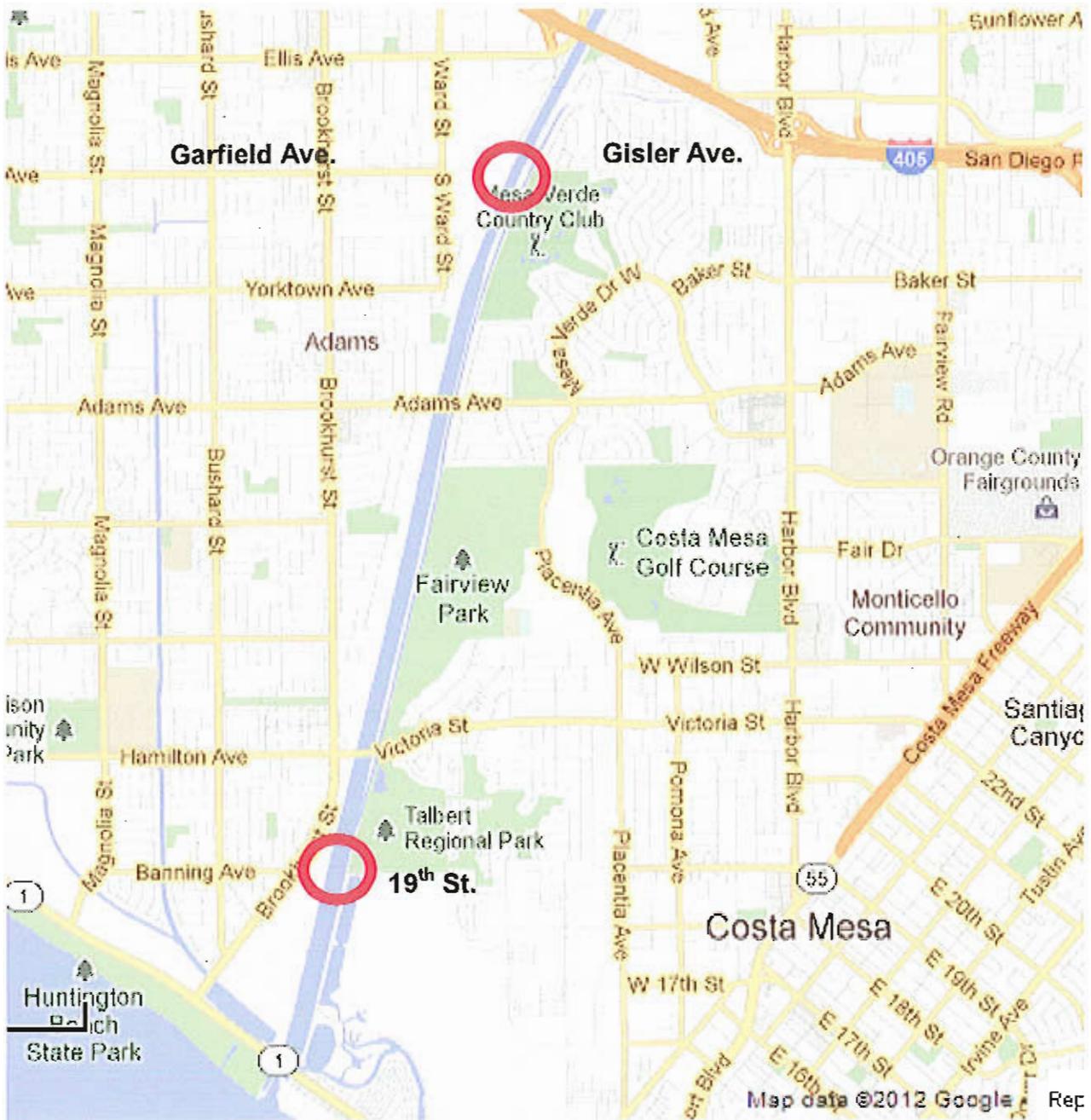
NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

IN WITNESS WHEREOF, I have hereby set my hand and affixed the seal of the City of Costa Mesa this ____th day of February, 2012.

JULIE FOLCIK, CITY CLERK

(SEAL)



RESOLUTION NO. 93-83

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COSTA MESA, CALIFORNIA, REQUESTING THE COUNTY OF ORANGE TO INITIATE THE PROCESS TO REMOVE THE 19TH STREET/BANNING AND GISLER AVENUE/GARFIELD BRIDGES, AND DOWNGRADE EAST 19TH STREET ON THE COUNTY MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH).

THE CITY COUNCIL OF THE CITY OF COSTA MESA DOES HEREBY RESOLVE
AS FOLLOWS:

WHEREAS, the City has received significant input from the public regarding certain existing elements of the City's Master Plan of Highways; and

WHEREAS, this input raises concern for the viability and constructibility of at least three elements of the City's Master Plan of Highways, namely, the westerly extension of 19th Street over the Santa Ana River, the westerly extension of Gisler Avenue over the Santa Ana River, and widening of East 19th Street from Newport Boulevard to Irvine Avenue; and

WHEREAS, this concern also affects the County Master Plan of Arterial Highways; and

WHEREAS, the City of Costa Mesa entered into a cooperative study with the County of Orange and the cities of Fountain Valley, Huntington Beach, and Newport Beach to study the need for, or the deletion of the 19th Street/Banning and Gisler Avenue/Garfield bridges over the Santa Ana River, and also the downgrade of East 19th Street between Newport Boulevard and Irvine Avenue; and

WHEREAS, the City of Costa Mesa believes that an adequate transportation circulation network can be provided through construction of certain intersection and roadway improvements without construction of 19th Street/Banning and Gisler Avenue/Garfield bridges over the Santa

Ana River, and widening of East 19th Street between Newport Boulevard and Irvine Avenue;
and

WHEREAS, the City of Costa Mesa believes that construction of the 19th Street/Banning and Gisler Avenue/Garfield bridges over the Santa Ana River, and widening of East 19th Street between Newport Boulevard and Irvine Avenue will severely and adversely impact the adjacent residential neighborhoods; and

WHEREAS, the City of Costa Mesa desires to enter into a cooperative agreement with the cities of Fountain Valley, Huntington Beach, Newport Beach, the County of Orange, and CALTRANS to assess the needed intersection and roadway improvements and assign mitigation cost responsibilities to all involved jurisdictions;

NOW, THEREFORE, BE IT RESOLVED that the City of Costa Mesa supports only the "no bridge" scenario and the deletion of East 19th Street between Newport Boulevard and Irvine Avenue from the County Master Plan of Arterial Highways, and desires to enter into a cooperative agreement with the cities of Newport Beach, Huntington Beach, Fountain Valley, the County of Orange, and CALTRANS to construct the necessary intersection and roadway mitigations.

BE IT FURTHER RESOLVED that the City of Costa Mesa requests the County of Orange to initiate the process to remove 19th Street/Banning and Gisler Avenue/Garfield bridges over the Santa Ana River, and East 19th Street between Newport Boulevard and Irvine Avenue from the County's Master Plan of Arterial Highways (MPAH).

PASSED AND ADOPTED this 25th day of October, 1993.

Samuel Z. Davis
Mayor of the City of Costa Mesa

ATTEST:

Mary T. Elliott
Deputy City Clerk of the City of Costa Mesa

APPROVED AS TO FORM
Thomas Kettle
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF COSTA MESA)

I, MARY T. ELLIOTT, Deputy City Clerk and ex-officio Clerk of the City Council of the City of Costa Mesa, hereby certify that the above and foregoing Resolution No. 93-83 was duly and regularly passed and adopted by the said City Council at a regular meeting thereof, held on the 25th day of October, 1993.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of the City of Costa Mesa this 26th day of October, 1993.

Mary T. Elliott
Deputy City Clerk and ex-officio Clerk of
the City Council of the City of Costa Mesa

The foregoing instrument is a correct copy
of the original on file in this office.

ATTEST: *Mary T. Elliott - Deputy*
CITY CLERK OF THE CITY OF COSTA MESA
COUNTY OF ORANGE, STATE OF CALIFORNIA

DATED: *November 3,* 19*93*

CURRENT TRAFFIC VOLUMES

Existing (2000) average daily traffic (ADT) volumes on the circulation system are illustrated in Exhibit CIR-2, *Existing (2000) ADT Volumes*. The traffic volume counts for the arterial system were collected during 2000 by the City and the freeway counts were collected by Caltrans in 1998.

3.4 KEY ISSUES

Key traffic issues in the City are as follows:

SANTA ANA RIVER CROSSINGS

As noted in the existing conditions section, only three City arterial roadways cross the Santa Ana River. Two additional crossings are shown on the Circulation Element (Gisler Avenue and W. 19th Street), but City Council policy direction is to delete these two crossings from the Master Plan of Highways (MPH). Because of consistency requirements with the County Master Plan of Arterial Highways (MPAH), a special study has to be undertaken and approved by the Orange County Transportation Authority (OCTA) before such action can be taken. Accordingly, the Santa Ana River Crossings Study (SARX) is currently underway jointly with the Cities of Costa Mesa, Newport Beach, Fountain Valley, Huntington Beach and OCTA. When SARX is completed, the Circulation Element will be amended accordingly.

An implication of having these two additional river crossings in the Master Plan of Highways is that all City planning efforts for future conditions must include these crossings. This results in long-range planning decisions that may become invalid if the two crossings are eventually removed from the plan. The SARX study is important in this regard since it is in the City's best interest to resolve the issue regarding these crossings as soon as possible.

COSTA MESA FREEWAY EXTENSION

Long-range plans show the Costa Mesa Freeway (SR-55) extending beyond its current termination point. However, no timetable or funding source for its extension have been identified nor have many of the issues such as right-of-way needs been resolved.

SAN DIEGO FREEWAY ACCESS POINTS

As part of a plan to improve the I-405/SR-73 confluence area, changes in ramp configurations, deletion, and the addition of ramps will be made in this area. These changes will affect access into and out of the City via the I-405 and SR-73 Freeway and are expected to be completed by 2003. Another major project underway is the I-405/SR-55 Transitway project, which will add direct High Occupancy Vehicle (HOV) lane connectors between I-405 and SR-55 and improve freeway access to and from City streets. This project is also expected to be completed by 2003.

level of service analyses for General Plan conditions shall be updated periodically and presented to City Council.

- CIR-1A.12 Cooperate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard level of service no worse than "D" at all Intersections under State or joint control. Intersection level of service analyses for General Plan conditions for locations under State or joint control shall be updated periodically and presented to City Council.
- CIR-1A.13 While the Gisler Road segment, west of Harbor, will exceed its theoretical maximum capacity, the City shall work to ensure that the future volume to capacity ratios do not exceed those identified in Table CIR-3 of the General Plan.
- CIR-1A.14 Reduce or eliminate intrusion of commuter through traffic on local streets in residential neighborhoods.
- CIR-1A.15 Prioritize intersection improvements which improve through traffic flow on major, primary, and secondary arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety.
- CIR-1A.16 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- CIR-1A.17 Work closely with the State of California and other government agencies to control traffic-related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.).
- CIR-1A.18 Council shall review the results and findings of the (SARX) study to delete the Gisler Avenue and 19th Street bridges over the Santa Ana River as needed. Upon completion of the study and approval of the changes to the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways by the OCTA Board, the City shall process a General Plan Amendment to delete the bridges from the City's Master Plan of Highways. All future development applications submitted to the City shall be reviewed in such a way that the 19th Street and Gisler Avenue bridges will not be included as mitigation measures.
- CIR-1A.19 Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.
- CIR-1A.20 Encourage Orange County Transportation Authority to downgrade Mesa Verde Drive, Baker Street west of Harbor Boulevard, and Gisler Avenue to a designation less than a Collector Street in the Master Plan of Arterial Highways.
- CIR-1A.21 Encourage Orange County Transportation Authority to downgrade Arlington Avenue between Fairview Road and Newport Boulevard to a Collector Street.

SANTA ANA RIVER CROSSINGS STUDY TIMELINE – MAJOR EVENTS

October 25, 1993 – Costa Mesa City Council approved Resolution 93-83 requesting the County of Orange to initiate the process to remove the 19th Street/Banning Avenue and Gisler Avenue/Garfield Avenue bridges from Master Plan of Arterial Highways (MPAH).

December 1991 – City of Costa Mesa requested County of Orange to remove the Garfield/Gisler and Banning/19th bridges from MPAH.

1992-93 – County conducted the first study at a cost of \$325,000 to determine the feasibility of removing the bridges. The study determined that bridges could be removed with the implementation of certain mitigation measures and recommended a cooperative study process.

December 1993 – Orange County Board of Supervisors passes resolution recommending the initiation of a cooperative study process for amendment of MPAH to delete the bridges.

1994-95 – OCTA took over the administration of the County MPAH.

1998 – OCTA as lead agency, selected a consultant for the Santa Ana River Crossings (SARX) cooperative study.

1999 – Technical Advisory Group (TAG) was formed, comprised of technical staff representatives from participating cities, County of Orange, and Caltrans, and citizen representatives.

June 2001 – SARX study was completed and draft Program EIR was released for public comment. The cost of the study was \$200,000 (Costa Mesa - \$100,000; OCTA - \$50,000; Newport Beach - \$35,000; Huntington Beach - \$15,000).

May, June 2001 – City Managers meeting to arrive at a consensus. Costa Mesa City Manager proposed a multi-step plan for the future of the two bridges. According to the proposed plan, the bridges will be retained while all mitigations identified in the DEIR are completed. Once all improvements are completed, a follow-up study would be conducted to determine the effectiveness of improvements and for removal of the bridges from the MPAH.

August 2001 – Comments were received from 11 agencies and 545 citizens and/or associations.

April 2002 – Draft Final Program EIR with responses to comments was prepared for final Board certification.

May 2002 – Meeting was held with City Managers to finalize consensus plan.

December 2002 – Letter correspondence to all Cities providing the draft City of Costa Mesa staff report on the SARX study with the recommendations as defined in May/June 2001 and May 2002, City Managers meeting.

December 2002 – City of Fountain Valley applied for Combined Transportation Funding Program (CTFP) grant for preliminary and final design of Garfield Avenue/Gisler Avenue bridge.

December 16, 2002 – City of Costa Mesa passed resolution opposing the City of Fountain Valley CTFP funding request for Garfield Avenue/Gisler Avenue bridge.

January 2003 – City of Costa Mesa letter to OCTA opposing the allocation of CTFP funding request.

July 2003 – City of Costa Mesa adopted recommendations on the SARX study requesting OCTA certification of the program EIR and adopting multi-step plan for the bridges and to take action to delete the bridges from the MPAH.

August 2003 – City of Costa Mesa letter to OCTA providing Costa Mesa City Council staff report and approved recommendations on the SARX study from the July 2003 City Council meeting.

September 2003 – OCTA RP&H Committee discussed SARX study and Fountain Valley CTFP request. The Committee directed OCTA staff to continue efforts with Cities to arrive at a consensus.

June 14, 2004 – City of Costa Mesa letter to OCTA Board of Directors opposing Fountain Valley's CTFP application.

June 25, 2004 – City of Fountain Valley letter to OCTA Board of Directors requesting approval of their CTFP application.

August 2004 – OCTA and the Cities of Costa Mesa and Fountain Valley agreed to a Memorandum of Understanding (MOU) to conduct further analysis on Garfield Avenue/Gisler Avenue bridge.

May 17, 2005 – Costa Mesa City Council approved MOU for SARX Supplemental Environmental Impact Report (SEIR)

July 15, 2005 – OCTA confirmed that all terms of the MOU are valid and the 2002 Program EIR is certifiable.

August 2, 2005 – Costa Mesa City Council approved Amendment to MOU for SARX SEIR, which added Huntington Beach to the agreement.

August 31, 2005 – OCTA Attorney determined that the original Program EIR completed in April 2002 is not valid and needs significant update.

September 6, 2005 - Meeting was held between OCTA and City of Costa Mesa to discuss options due to determination of invalid original Program EIR.

September 16, 2005 – Technical Advisory Committee (TAC) meeting was held to discuss future course of action. It was decided that LSA should conduct an analysis to determine the extent of revisions needed on the original Program EIR.

September 26, 2005 – Meeting with City Managers, elected officials was held with Supervisor Silva to discuss options.

November 3, 2005 – Cost estimates for revised Garfield-Gisler study, Banning-19th study and new SARX EIR was presented. Revised Garfield/Gisler study - \$250,000; Banning – 19th Study - \$175,000; Revised EIR - \$650,000 to \$850,000.

December 5, 2005 – City of Costa Mesa sent letter to OCTA requesting that SARX item be agendaized for OCTA Board discussion.

October 3, 2006 – Costa Mesa City Council approved MOU for the Garfield Avenue/Gisler Avenue bridge.

March 26, 2007 – Costa Mesa Planning Commission recommended General Plan Amendment GP-07-01 downgrading Garfield Avenue/Gisler Avenue bridge to “Right of Way Reserve” status.

April 17, 2007 – Costa Mesa City Council approved GP-07-01 downgrading Garfield Avenue/Gisler Avenue bridge to “Right of Way Reserve” status.

Fall 2011 – City of Newport Beach and OCTA revived discussion of 19th Street/Banning Avenue Bridge.

January 17, 2012 – City of Huntington Beach approved Resolution opposing the 19th Street/Banning Avenue bridge and requested OCTA to remove the bridge from the MPAH.