

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

AGENDA REPORT

TO: Members of Eco-Rapid Transit
FROM: Michael Kodama, Executive Director
DATE: October 9, 2019
SUBJECT: **UPDATE AND/OR ACTION REGARDING BOARD OF DIRECTORS AND CITY MANAGERS DEBRIEF AND DEVELOPMENT OF NEXT STEPS**

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker

ISSUE

At the September 11th, Eco-Rapid Board of Directors Meeting, West Santa Ana Branch/Eco-Rapid Transit Corridor City Managers were asked to attend. City Managers from Huntington Park, Cudahy, South Gate, Artesia, and Bell Gardens attended and had a discussion about the JPA direction and purpose and City Manager concerns and fears.

OUTCOME

Board members spoke about their view, issues and concerns about what the JPA should be doing. Themes expressed were:

- The need for the corridor cities to continue to move forward together in implementing this line and looking out for local economic development interests.
- Corridor cities need to remain united in pushing common goals as well as reaping maximum economic benefit.
- Corridor cities need to remain as a political force

The Board then turned the discussion over to the City Managers. The following issues and concerns were identified:

1. The capacity of Eco-Rapid Transit (Board and staff) is inadequate to complete projects;
2. Define what "being on the same team means to Metro" means. define what is the role of Eco-Rapid Transit and the cities in the P3 process; define what Metro considers the boundaries of the P3 project area.
3. The lack of funding which impacts both Eco-Rapid Transit JPA activities and the WSAB corridor cities;
4. The WSAB transit corridor is more than a transit line, it is an opportunity to create jobs, housing and remediate environmental issues;
5. The "one seat ride" to Union Station is critical and the Board should not abandon that position.

- City of Artesia
- City of Bell
- City of Bell Gardens
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of South Gate
- Burbank-Glendale-Pasadena Airport Authority

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Mayor
City of Huntington Park

Vice-Chair

Ali Sajjad Taj
Council Member
City of Artesia

Secretary

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Jose R. Gonzalez
Mayor
City of Cudahy

Executive Director

Michael R. Kodama

General Counsel

Teresa L. Highsmith

Ex-Officio

William Rawlings
City Manager Representative



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City of Bell

City of Bell Gardens

City of Cudahy

City of Downey

City of Glendale

City of Huntington Park

City of Maywood

City of Paramount

City of South Gate

Burbank-Glendale-Pasadena
Airport Authority

Chair

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6. MTA requirements like the 3% Local Contribution (required under Measure M) need to be resolved.
7. Project Labor Agreements that cover corridor construction might also include the post construction labor agreements.
8. Support Eco-Rapid Transit and WSAB corridor cities in lobbying efforts; and have a Technical Advisory Committee formed at the Gateway Cities Council of Government.
9. Not allowing the project to be trivialized with the use of terms like "ornaments" and "unicorn" as have been applied to the project and proposals like the LA River Confluence Station.
10. Maximize the economic benefits that the transit line investment will bring to the cities. Cities are already meeting with potential development entities.
11. There is a concern about funding to adequately prepare for the future economic development. Eco-Rapid Transit and the member cities should aggressively seek out grants.
12. Economic development is a primary issue and creating a local non-profit economic development entity will be key in the continued revitalization of cities.

A Board member suggested reviewing the Strategic Visioning Plan and have a working session on the direction of for the agency. The Board moved to incorporate the city manager's input into a vision/mission statement for the WSAB corridor for Board review and approval.

JPA Mission Statement:

"Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a Joint Powers Authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California."

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented and offer action items; and/or
2. Receive and file the item

ATTACHMENT

Strategic Retreat Debrief to Board



EcoRapid Transit Board of Directors Strategic Retreat Debrief to Full Board



February 13, 2019

Purpose of the Strategic Retreat

- Review current authority powers
 - Review of Mission Statement and confirmed
 - Reviewed JPA Agreement with authorizations and powers
- Examine other JPA's and their structures
 - SF TransBay JPA
 - NY Empire State Development
 - Caltrain
- Discuss goals/aspirations of JPA
- Developed draft list of Obligations
- Review with City Managers
- Provide Debrief to JPA Board
- Finalize Strategic Retreat process
 - Outline of Objectives
 - Timeline



Vision of
JPA

Mission Statement

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Huntington Park circa 1962

EcoRapid Transit (OLDA) JPA

- Create EIFD's, CRIA's, designate Opportunity Zones
- Contract advisory services to administer all aspects of the Authority
- Issue revenue bonds
- 2/3 vote of Board – use eminent domain to acquire property
- Seek (advance) legislation to support the goals of the Authority
- Vision, Planning, Public Engagement

Future of the role of EcoRapid Transit JPA?

Strong Allies and Partners

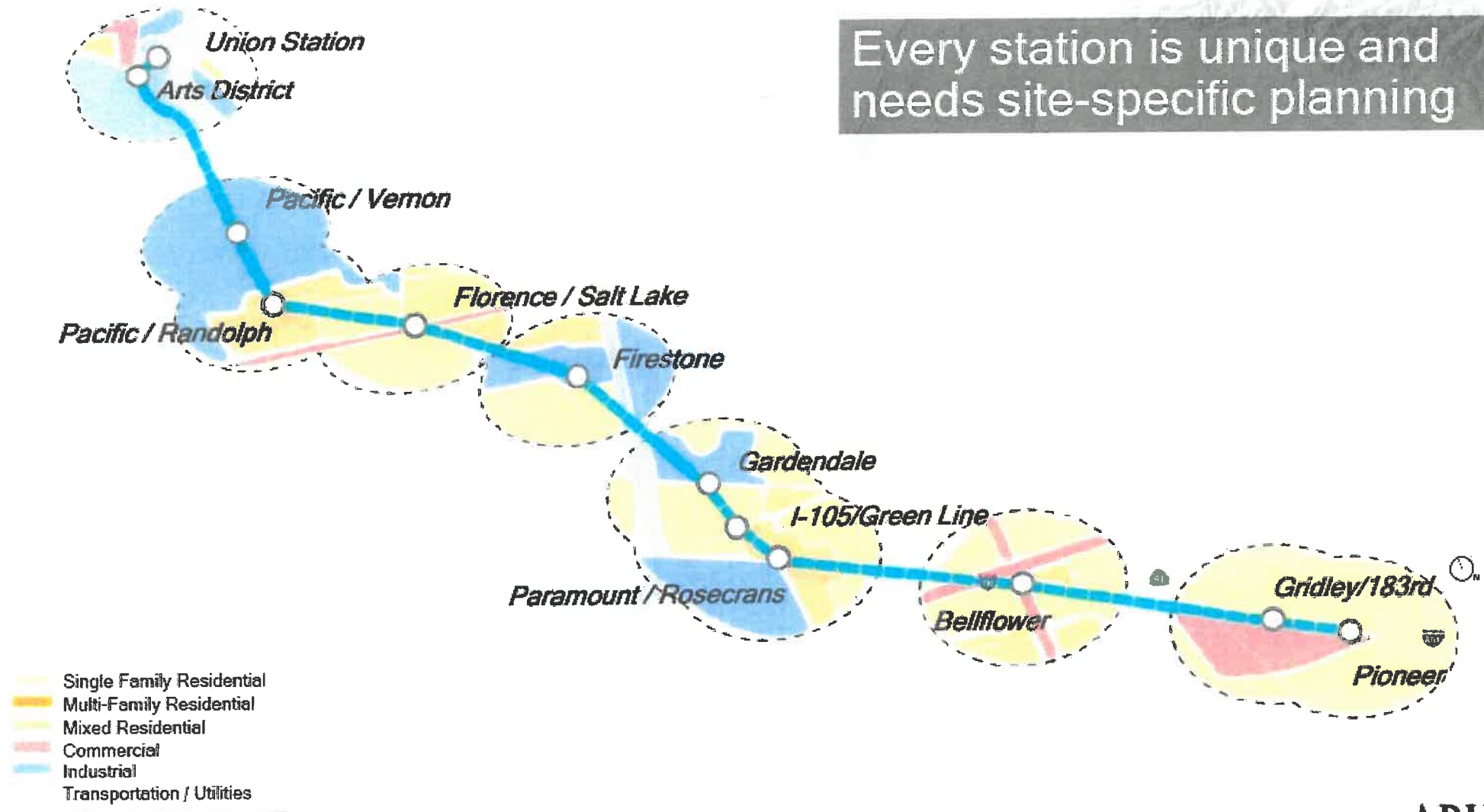


New Tools & State Legislation



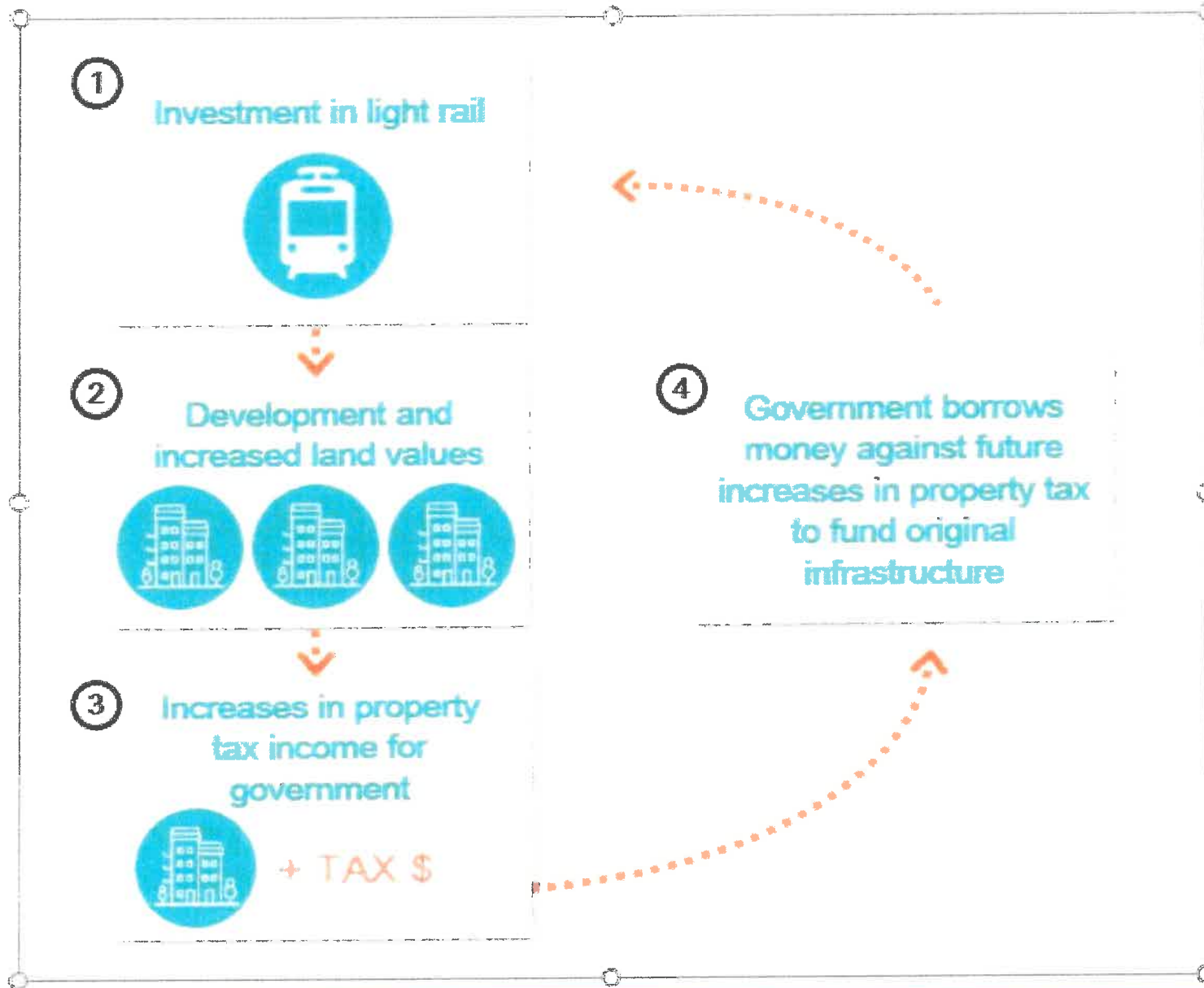
Coordinated land use planning

Every station is unique and needs site-specific planning



ARUP

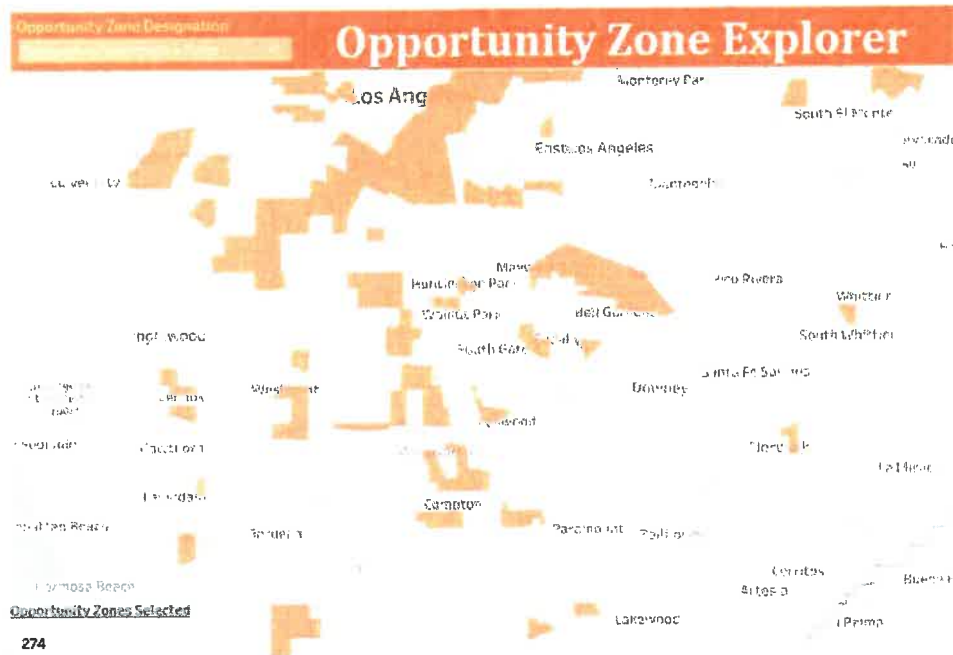
Corridor wide economic development strategy



Opportunity Zones



Housing Stability		<ul style="list-style-type: none"> Home Ownership Housing Cost Burden Housing Affordability
Education		<ul style="list-style-type: none"> High School Completion Higher Education Attainment
Health and Well-Being		<ul style="list-style-type: none"> Access and affordability of health care Health status
Economic Security		<ul style="list-style-type: none"> Unemployment Income Inequality Entrepreneurship
Mobility		<ul style="list-style-type: none"> Transit and Vehicle Access Commuter Time



Source: Opportunity Zones website

Draft Objectives:

- Pursue development of the West Santa Ana Branch (WSAB) rail project and future expansion of activities
 - Pursue future rail transit beyond WSAB extending to Glendale and Hollywood Burbank Airport
- Mobilization of Economic and Workforce Development resources
 - Develop and expand brand awareness
- Provide capacity building and support as needed and available among corridor members
- Provide a forum to discuss Partnership Agreements with Metro;
- Coordination and Collaboration
 - With cities, Metro, Gateway Cities Council of Governments
- Funding of the JPA
 - Identify stable funding stream to support the JPA to achieve its mission and objectives
- Advocate for the West Santa Ana Branch rail partners and future expansion activities at the federal, state and local levels
- Keep open lines of communication among cities, Metro, partners, agencies and communities
- Equitable and Sustainable principles should be adhered to in the delivery of the program.