

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:

- 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
  
- Chair
- Karina Macias  
Councilmember  
City of Huntington Park
  
- Vice-Chair
- Ali Sajjad Taj  
Councilmember  
City of Artesia
  
- Secretary
- Sean Ashton  
Councilmember  
City of Downey
  
- Treasurer
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Mayor  
City of Glendale
  
- Internal Auditor
- Jose R. Gonzalez  
Mayor  
City of Cudahy
  
- Executive Director
- Michael R. Kodama
  
- General Counsel
- Teresa L. Highsmith
  
- Ex-Officio
- William Rawlings  
City Manager Representative

**A G E N D A   R E P O R T**

**TO:** Members of Eco-Rapid Transit Board of Directors  
**FROM:** Michael Kodama, Executive Director  
**DATE:** April 14, 2021  
**SUBJECT:** **PRESENTATION BY MIGUEL VARGAS OF THE ARTS DISTRICT BUSINESS IMPROVEMENT DISTRICT**

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**

Miguel Vargas is the Executive Director of the Arts District Business Improvement District (BID). Mr. Vargas will provide an overview of the Arts District BID and why it is important for all of us to work together on the West Santa Ana Branch light rail project.

**BACKGROUND**

The Arts District is situated on the eastside of Downtown, boarded by the Los Angeles River and walking distance to Union Station and City Hall. The district is home to galleries, restaurants, creative office space, live/work lofts and upscale condos. Many of the local street artists have turned building walls into canvases showcasing their artwork.

Many of the neighborhood’s business establishments are tucked into early 20th century warehouses and former factories. Institutions like the Hauser and Wirth Gallery, the Southern California Institute of Architecture and the Los Angeles Clean Technology Incubator help give the Arts District its distinct character. The Arts District is becoming a regional center of housing, employment, and culture.

The Arts District Business Improvement District (BID) is a formally recognized non-profit organization. The efforts are funded by a special assessment paid by the property owners in the district. A BID is a public/private partnership, which allows governing bodies and property/business owners to unite in a collective effort for the maintenance, development, and promotion of their commercial district.

The Arts District Los Angeles Business Improvement District (ADLA) works to ensure the neighborhood is clean, safe and ever improving. Reestablished in 2014, the Arts District BID is a 501(c) 3 non-profit managed by the Arts District Board of Directors. It is essentially bounded by the 101 Freeway, 7th Street, Alameda, and the Los Angeles River. The Arts District is home to the Sixth Street Viaduct, Joel Bloom square, 3rd & Traction, the Factory Place complex and is adjacent to Industrial and Little Tokyo BIDs. It would include the sharing of two proposed stations along the West Santa Ana Branch at 6<sup>th</sup>/Alameda and 1<sup>st</sup>/Alameda.



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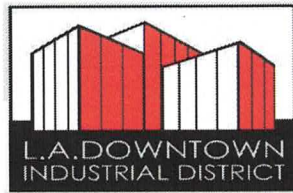
Ex-Officio

William Rawlings  
City Manager Representative

## RECOMMENDATION

It is recommended that the Board:

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



September 23, 2020

Chairman Eric Garcetti  
Los Angeles County Metropolitan Transportation Authority Board of Directors  
One Gateway Plaza  
Los Angeles CA 90012

**Re: Metro Budget & West Santa Ana Branch**

Chairman Garcetti:

As you consider your budget, Eco-Rapid Transit Joint Powers Authority, Downtown Industrial District Business Improvement District, and the Little Tokyo Business Improvement District all support the West Santa Ana Branch (WSAB) project a one seat ride from Artesia to Union Station including underground stations in the Industrial District and in Little Tokyo. We urge you to fund this project as soon as possible to meet the goal of system operation by 2028. We also ask that you do all that you can to expedite your process in selection of a P3 project partner. We believe that this will result in an opportunity for a higher quality product with the potential for significant cost and time savings.

The West Santa Ana Branch project addresses long term inequities for a large segment of our population who rely heavily upon public transportation. It makes us part of the region's rail transit system and provides a vital link that enables our communities to access jobs, especially as we recover from COVID-19 and our current financial crisis.

Eco-Rapid Transit is a Joint Powers Authority (JPA) consisting of 11 members, 9 of which are cities along the WSAB. The Downtown Industrial BID consists of 500 property owners, 600 businesses, 5,600 employees and local residents in a 46-block area that includes the proposed WSAB station at 7<sup>th</sup> and Alameda. The Little Tokyo BID is a 15-block area consisting of over 425 businesses, 100 property owners, over 100 restaurants, and a variety of cultural, community and religious institutions. The Little Tokyo BID, Downtown Industrial BID & Eco-Rapid Transit support the inclusion of an underground WSAB Little Tokyo station on Alameda. Our organizations have worked together on this project with Metro and this preferred alignment for over 10 years and to make this dream project a reality. It is long overdue and rights a wrong that should have been addressed a long time ago.

We understand that Metro is going through difficult financial issues and still need to secure additional state and federal funds to complete this project. Yet, we know that this has the potential to be one of the best transportation projects in the entire country and we are on-board and ready to collaborate with you on the necessary planning, design, and engineering effort needed for this project. We are ready to work with you and our representatives to secure the necessary funding to complete this entire project from Artesia to Union Station to meet the operational date of 2028.

Sincerely,



Karina Macias  
Chair, Eco-Rapid Transit



Estela Lopez,  
Executive Director, Downtown Industrial District BID



Ellen Endo  
Co-Chair, Little Tokyo BID