

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

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City of Artesia

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Vrej Agajanian
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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: **UPDATE AND/OR ACTION REGARDING SAFETY & SECURITY IN THE ECO-RAPID TRANSIT CORRIDOR**

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

Eco-Rapid Transit staff will provide an update and seeks guidance from the Eco-Rapid Transit Board of Directors on safety and security issues.

BACKGROUND

Eco-Rapid Transit’s Safety & Security Ad-Hoc Committee met on March 11th and were joined by the Little Tokyo Business Improvement District, Industrial Business Improvement District and the Arts Business Improvement District. We were also joined by Chief Lozano (Huntington Park) and Chief Davis (South Gate). Questions related to safety and security include:

- How can our cities be part of the Metro Safety and Security system?
- How can we coordinate and work together? Roles and responsibilities?
- How can we ensure local participation and policing?
- Measure R and Measure M have security components. How much of these funds are being spent in our corridor? Should safety & security funding be based upon transit ridership at each station?
- 3% local contribution requirement – if our local communities are contributing safety & security – shouldn’t this count as part of our local 3% contribution?
- How do we work together and patrol areas around and at stations?
- How do we develop a multi-jurisdiction cooperation and communication system?

Consensus is that it is more than Metro and that Eco-Rapid Transit and its members need to be a local safety and security local partner.

It is critical that our communities are comfortable riding the train and feel safe in our station areas. This is important that we examine safety and security to set the stage for increased transit ridership and community investment and the development of the transit station areas with a focus on community and economic development in the WSAB transit corridor and for rail transit in the Burbank Airport to Union Station corridor.



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Eco-Rapid Transit believes that members of Eco-Rapid Transit must, as a group, create a program to ensure safety and security for local residents and businesses, while creating a positive transit user experience as riders arrive at our train stations and go to destinations in our community. Providing an appropriate level of safety and security is crucial for ensuring the equitable implementation and distribution of transit resources in our community. This is even more complex because many of the station areas are served by multiple jurisdictions. It also needs to include communities that are adjacent to Eco-Rapid Transit. For example, Eco-Rapid Transit appreciates the opportunity to work with the Little Tokyo, Arts District and Industrial Business Improvements Districts on the important issues of safety and security.

RECOMMENDATION

It is recommended that the Board:

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