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- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
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- 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
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City of Downey
- Treasurer
 - Vrej Agajanian
Mayor
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 - Jose R. Gonzalez
Mayor
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 - Michael R. Kodama
- General Counsel
 - Teresa L. Highsmith
- Ex-Officio
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City Manager Representative

ORANGELINE DEVELOPMENT AUTHORITY/ECO-RAPID TRANSIT PLANNING PROGRAMMING FUNDING SUB COMMITTEE MEETING

April 14, 2021

6:00 PM Meeting
TELECONFERENCE MEETING VIA ZOOM
LINK: [HTTPS://ZOOM.US](https://zoom.us)
ID: 8182883291
OR BY PHONE AT: 301 715 8592

AGENDA

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.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Public Comments

Those presenting public comments on items not on the agenda will be heard at this time

a. Approval of Minutes of February 10, 2021

5. Update and/or Action Regarding Parking Management in the Corridor
6. Communication Items to the Committee
7. Communication Items from the Committee
8. Adjournment

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd, Paramount, CA 90723 during normal business hours.

For more information, you can contact Michael R. Kodama at mkodama@eco-rapid.org

**DRAFT
MINUTES OF THE
PLANNING, PROGRAMMING AND FUNDING SUB- COMMITTEE OF THE
ORANGELINE DEVELOPMENT AUTHORITY/ECO-RAPID TRANSIT**

**February 10, 2021
Online and via telephone**

CALL TO ORDER

City of Cudahy Vice-Mayor José R. Gonzalez, called the meeting to order at 6:03 p.m.

ROLL CALL AND INTRODUCTION OF ATTENDEES

Authority Board Subcommittee Members:

José R. Gonzalez, Vice-Mayor, City of Cudahy
Sean Ashton, Councilmember, City of Downey
Maria Davila, Mayor, City of South Gate

Others:

Michael R. Kodama, Executive Director, Eco-Rapid Transit
Lillian Burkenheim, Community Planning and Development Director, Eco-Rapid Transit
Allyn Rifkin, Transportation Planner/Engineer, Eco-Rapid Transit
Karen Lee, Management Analyst, City of Artesia
Edith Carrillo, Administrative Analyst, City of Maywood.
Walter D. Beaumont, Community Planning Staff, Eco-Rapid Transit
Cristina Quintero, Administration, Michael Kodama Planning Consultants

ITEM 3 – ROLL CALL AND INTRODUCTION OF ATTENDEES

José R. Gonzalez, Sub-Committee Chair, welcomed the attendees.

ITEM 4 – PUBLIC COMMENTS

No comments were received.

- a. Approval of Minutes of September 20, 2017.

MOTION: Maria Davila, Board Member, City of South Gate, moved to approve the Minutes of September 20, 2017 as presented. José R. Gonzalez, Sub-Committee Chair, City of Cudahy seconded the Motion which was approved unanimously

ITEM 5 – UPDATE AND/OR ACTION REGARDING PARKING MANAGEMENT IN THE CORRIDOR

Executive Director Michael Kodama presented a power point presentation on the principles of Parking Management. Mr. Kodama explained how these principles could be applied to the various existing or proposed transit stations or destinations within the member cities. To implement these principles, Mr. Kodama reviewed parking programs that have been

established in other cities and their relative success. He expressed his belief that parking is a valuable community asset and should be prioritized for local residents while having a balance between supporting local businesses and for commuters who will use the transit system.

There followed a discussion by the Members regarding current parking issues within their cities and what is being done currently to address these issues. Maria Davila indicated that South Gate is in line to have three transit stations on the West Santa Ana Branch light-rail line. To better understand the parking issues this will create, the City is undertaking a parking study. José R. Gonzalez noted that Cudahy does not have a station area within the city limits but will be adjacent to a station in South Gate and in Huntington Park. He indicated that there is developer interest in several sites near the proposed transit station and that in discussions with potential developers, parking is always brought up as an issue to be dealt with. He indicated that recently some businesses with ample parking have ceased to function and wondered if some of that unused parking can be repurposed for other users.

ITEM 6 – UPDATE AND/OR ACTION REGARDING PLANNING, PROGRAMMING AND FUNDING ISSUES

Due to the time dedicated to Item 5, Executive Director Michael Kodama suggested that both Items 5 and 6 be brought back to the Sub-Committee in a few months' time for additional discussion.

MOTION: Sean Ashton, Board Secretary, City of Downey, moved to receive and file Items 5 and 6. Maria Davila, Board Member, City of South Gate, seconded the Motion which was approved unanimously.

ITEM 7 – COMMUNICATION ITEMS TO THE COMMITTEE

There were no communication items to the board.

ITEM 8 – COMMUNICATION ITEMS FROM THE COMMITTEE

There were no communication items from the board.

ITEM 9 – ADJOURNMENT

Sub Committee meeting was adjourned at 6:25 pm

Chair

Approved:

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AGENDA REPORT

TO: Members of Eco-Rapid Transit Board of Directors

FROM: Michael Kodama, Executive Director

DATE: April 14, 2021

SUBJECT: **UPDATE AND/OR ACTION REGARDING PARKING MANAGEMENT IN THE 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

This is the second parking management working session. Staff seeks guidance and input from the Sub-Committee regarding the development of a parking management program for the corridor.

BACKGROUND

Eco-Rapid Transit recognizes the importance of developing a parking management program for the corridor. Over the years, it has been recognized that parking management is a key issue. This is an item discussed at any levels. See the attached article.

In December, 2020, staff prepared a presentation for the Eco-Rapid Transit Board of Directors. The Board of Directors recommended that the Planning, Programming and Funding Sub-Committee hold two working sessions to further develop a potential parking management program that can be used for the corridor and its members.

In February, 2021, staff prepared a parking presentation for the Planning, Programming and Funding Sub Committee. The presentation included a discussion of the importance of building a parking management program based on data, creation of a comprehensive on-street and off-street system and the use of parking demand, location, time, price and supply strategies. The parking management program must identify parking principles, priority parkers and account for different users and a variety of parking management issues.

Parking principles include:

- Recognition that parking is a valuable community asset
- Make the location/destination accessible for all users through multiple modes of transportation
- Develop a parking system to support businesses and residents
- Prioritize residential parking for residents
- Balance local and commuter parking objectives



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There are a variety of parking programs that are available and have been used successfully. Examples include:

	Demand	Location	Time	Price	Supply
<i>Transit/Bikes/Walking</i>	✓				
<i>Employee Transportation Programs</i>	✓				
<i>Historic Preservation Shared Parking</i>	✓	✓			
<i>Parking Credit/Trade Shared Parking</i>		✓			
<i>Adaptive Reuse</i>		✓			
<i>Parking Information & Wayfinding</i>		✓			
<i>Parking Time Limits</i>			✓		
<i>Parking Pay Stations/Meters</i>				✓	
<i>Parking Technology/Data Analytics</i>	✓	✓	✓	✓	
<i>Minimum, Maximum, Demand-Based Parking Requirements</i>					✓
<i>Strategic Location - Parking Structures</i>		✓			✓
<i>Residential Parking Permit Systems</i>					✓
<i>Reinvest Parking Revenues</i>	✓	✓		✓	✓

RECOMMENDATION

It is recommended that the Board:

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

Bill Would Eliminate Problematic Minimum Parking Requirements

- By [Melanie Curry](#) - [Apr 6, 2021](#)

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Followers of [UCLA Professor Emeritus Donald Shoup](#) have learned – and others are beginning to learn – that [one of the most effective ways planners in the U.S. have encouraged car dependency](#) is by requiring every type of development to provide enough parking that pretty much everyone can find a place to store their car wherever they want to go.

Shoup has [made a long career of pointing out the many unintended consequences of parking requirement policies](#), among them more reliance on cars, more driving, longer distances between destinations, more fuel use and emissions, higher development costs, higher rents, and an inordinate amount of space given over to empty parking spaces. Requiring a minimum number of parking places also makes housing, even “affordable” housing, much more expensive – some estimates put the extra cost of a single parking space at between 30 and 75K – and [it frequently sits unused](#).

Having easy, abundant parking is one thing; having too much parking just makes it a lot harder and more dangerous for people who are not in cars to navigate streets and parking lots. More vehicle traffic delays transit and in general encourages people to drive, when what needs to happen is less driving and more easy and safe options for getting around.

Assembly Transportation Chair Laura Friedman (D-Glendale) is tackling all of this with [A.B. 1401](#), which would prohibit cities from imposing minimum parking requirements on certain developments, specifically those located near existing public transit. The bill has strong support from housing advocates, affordable housing developers, and a few mayors who showed up to the press conference to tout its benefits.

At a press conference this morning to announce the bill, Assemblymember Friedman said that an impetus for it is her ongoing interest in helping create more sustainable and healthy communities. “Cars and parking are supposed to make our lives easier and more convenient,” she said, “And sometimes they do. But they also bring costs.” Those include steadily increasing emissions and fuel use, making it more difficult for residents to exist without a car, more sedentary lifestyles, and health issues like asthma exacerbated by breathing car exhaust. In addition, “more and more infrastructure money is going towards roads and parking, rather than transit and active transportation,” said Friedman.

Her goal is to help California set policies that “prioritize and center human beings over cars; that prioritize people, housing, health, and the environment,” she said.

L.A. Councilmember Nithya Raman, who spoke in support of the bill, pointed out that there is “no single magic bullet” to solve the myriad crises faced by our cities.

But some of the issues that need to be dealt with – including climate, homelessness, and affordable housing, “are rooted in our current policies,” she said. Solutions will “require a total all-hands-on-deck approach” including making it easier and cheaper to build housing, providing funding for housing, creating tenant protections, and addressing the “extremely high cost of construction.” Eliminating parking requirements is one of the many tools that need to be deployed.

“Right now, empty parking places are taking precedence over housing for people,” said Ricardo Flores of [LISC San Diego](#). The costs associated with minimum parking requirements “will continue to fall on low-income communities and communities of concern,” he said, and people are being forced to pay for a luxury they don’t even use. “Overcoming housing inequities is key to developing healthy communities.”

Meea Kang, [an affordable housing developer](#) and one of the bill’s sponsors, pointed out that many local parking requirement statutes are “decades-old” policies that are no longer appropriate. [Individual cities have made stabs at eliminating some parking requirements](#); however, it can be difficult for local governments to navigate the political ramifications of making these changes, and creating a new state standard can make it easier for them.

A.B. 1401 would not disallow building any parking; it would simply prohibit cities from setting minimum requirements for certain developments in areas where other options exist. In other words, those who want parking can have it, but those who don’t need it would not have to pay for it, either as part of their housing costs or in other price increases from higher development costs.

“Local control is important, but it’s not an absolute,” said Sacramento Mayor Steinberg. “The state has a proper policy role to play in ensuring that we do better when it comes to addressing the housing crisis, because it cannot get done individually, city by city,” he said.

“It’s important to be clear: this legislation does not prevent a developer from building whatever amount of parking they think is appropriate,” said Senator Scott Wiener, a co-author on the bill. “The people building housing are going to best understand a specific project and what is warranted there, but to have one-size - fits-all approach mandating a set amount of parking, no matter what, makes no sense whatsoever.”

“All it does is reduce the amount of housing that gets built, by making it more expensive,” he said.

A.B. 1401 “will help new developments, reduce traffic, improve air quality, increase walkable healthy resilient communities, and help keep dollars local,” said Kang. “Frankly it’s like printing new money” for housing and appropriate development which has been hampered by the high cost of minimum parking requirements.

A.B. 1401 has been set for a hearing in the Local Government Committee on Wednesday, April 14.

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