



Orangeline Development Authority (OLDA) Overview

The Orangeline Development Authority (OLDA), established in 2003, is committed to promoting mobility across the Southern California region. OLDA consists of 14 members representing 13 Southern California cities, and Bob Hope Airport in the City of Burbank. As a joint powers authority OLDA is charged with the planning, financing, and construction of an environmentally friendly, grade-separated, high speed transit system in Southern California

The transit system will provide mobility and high speed across Southern California from the northern part of Los Angeles County, through Gateway Cities to Orange County. It will connect cities, centers of commerce, and major destination points. The project will be a catalyst for sustainable land use development, job creation, and business opportunities while improving transportation options for residents in the corridor.

Project and Financing Commitments

OLDA has a programmed allocation of \$240 million (Funds available in 2015) from the Los Angeles County voter approved Measure R program. The project is included in the adopted 2009 Los Angeles County Metropolitan Transportation Authority's (MTA) Long Range Transportation Plan.

OLDA recently received federal appropriation funding of \$280,000 sponsored by Congresswoman Linda Sanchez that will be used to conduct preliminary station and land use analysis.



Additionally, the Southern California Association of Governments (SCAG), MTA and Orange County Transportation Authority (OCTA) are working with OLDA to conduct a \$1.8 million alternatives analysis on the West Santa Ana Branch/Pacific Electric Right-of-Way, the publicly-owned portion of the project that extends for over 20 miles across both Los Angeles and Orange counties. A locally preferred alternative is expected in 2012.

The OLDA transit system links housing, retail and commercial development opportunities. These transit-oriented development projects are expected to create 500,000 annual full time equivalent local and regional jobs, \$76 billion in total business revenues and \$8 billion per-year in new resident income.

Member Agencies

City of Artesia • City of Bell • City of Bellflower • City of Cerritos • City of Cudahy • City of Downey • City of Glendale
City of Huntington Park • City of Maywood • City of Vernon • City of Paramount • City of Santa Clarita • City of South Gate
Burbank-Glendale-Pasadena Airport Authority

Contact Information

Orangeline Development Authority
Michael R. Kodama
16401 Paramount Blvd
Paramount, CA 90723
(562) 663-6850 www.olda.org



Santa Clarita

HIGH SPEED TRANSIT



OLDA

16401 Paramount Boulevard
Paramount, CA 90723
(562) 663-6850 • www.olda.org

Bob Hope
Airport

Glendale



Downtown Los Angeles

Vernon

Maywood

Bell

Huntington Park

Cudahy

Downey

South Gate

Paramount

Artesia

Bellflower

Cerritos





OLDA

The Orangeline Development Authority (OLDA) is a joint powers authority (JPA) formed to pursue development of a high speed, grade separated, environmentally friendly and energy efficient transit system in Southern California. The Authority is composed of the following public agencies:

City of Artesia
City of Bell
City of Bellflower
City of Cerritos
City of Cudahy
City of Downey
City of Glendale
City of Huntington Park
City of Maywood
City of Paramount
City of Santa Clarita
City of South Gate
City of Vernon
Burbank-Glendale-Pasadena
Airport Authority

Chairman

Frank Quintero
Mayor
City of Glendale
Commissioner
Burbank Glendale Pasadena
Airport Authority

Vice Chairman

Luis H. Marquez
Council Member
City of Downey

Secretary

Maria Davila
Council Member
City of South Gate

Treasurer

Michael McCormick
Council Member
City of Vernon

Auditor

Scott A. Larsen
Council Member
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

SOUTH GATE/HUNTINGTON PARK CALTRANS ENVIRONMENTAL JUSTICE TRANSPORTATION PLANNING GRANT

PROJECT DESCRIPTION AND PURPOSE

The Cities of South Gate and Huntington Park, in cooperation with seven (7) neighboring local jurisdictions are conducting an Environmental Justice (EJ) planning study. South Gate serving as the lead agency, in cooperation with the neighboring city partners and OLDA, will conduct the study for the purposes of engaging impacted communities in a broad-based dialogue to:

- Consider the potential development of a transit corridor linking the southern portion of the Orangeline Development Authority (OLDA) high-speed rail corridor with Union Station; and
- Discuss and address the associated economic, social, and environmental justice issues in the corridor.

The study will provide the basis for community development of project-related goals, objectives and the strategies to accomplish the transit corridor project, and will be designed to achieve economic vitality and address environmental issues within the corridor.

The study planning process will facilitate community involvement and participation by providing issues-based information and data to educate, inform and empower community stakeholders to discuss and develop solutions to address their critical transportation, environmental and economic development needs relevant to the establishing a transit corridor project plan. The EJ planning study is a critical step in the process to develop short-and long-range consensus-driven solutions in the project area which are reflective of community values.

PROJECT DURATION/SCHEDULE

The EJ planning study duration is 24-months and will be completed by February 2013.

WHAT WILL THE STUDY ENTAIL?

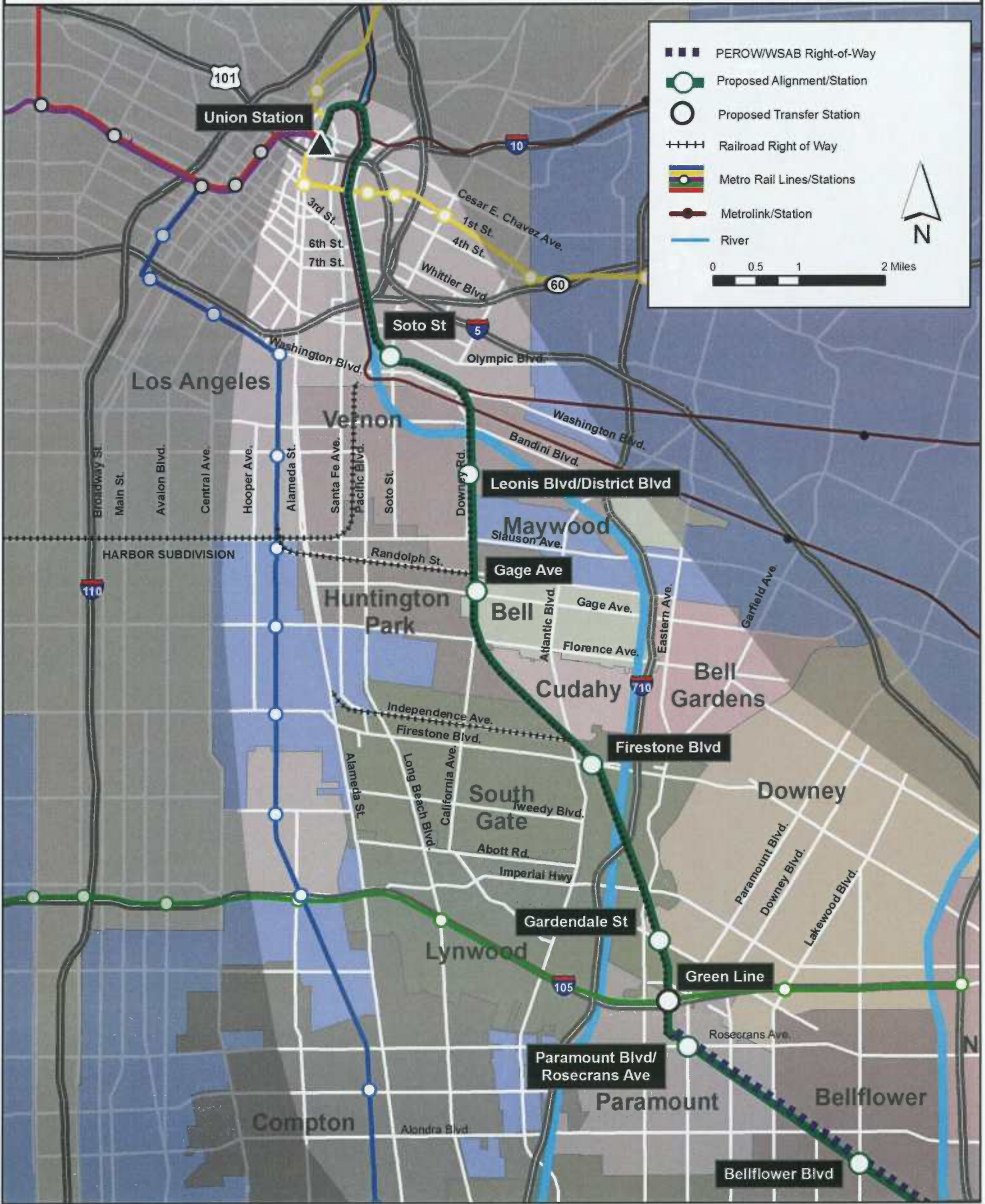
To ensure that the transit corridor plans underway will be compatible with community needs stakeholders will be engaged to provide input into the conceptual design of the project. Some of the following stakeholder involvement opportunities are envisioned to be conducted:

- Briefings and/or workshops for elected officials and opinion leaders;
- Community meetings, forums and open-house events;
- Roundtables with business leaders and employers; and
- Focused group discussions for community-based organizations and citizens advisory groups;
- Posting and regular updating of Project Fact Sheets on South Gate, Huntington Park, Gateway Council of Governments (COG) and OLDA websites

The community outreach, participation and empowerment process will be specifically designed, developed and tailored to involve the impacted communities in a culturally sensitive and appropriate manner.

East Bank Alternative

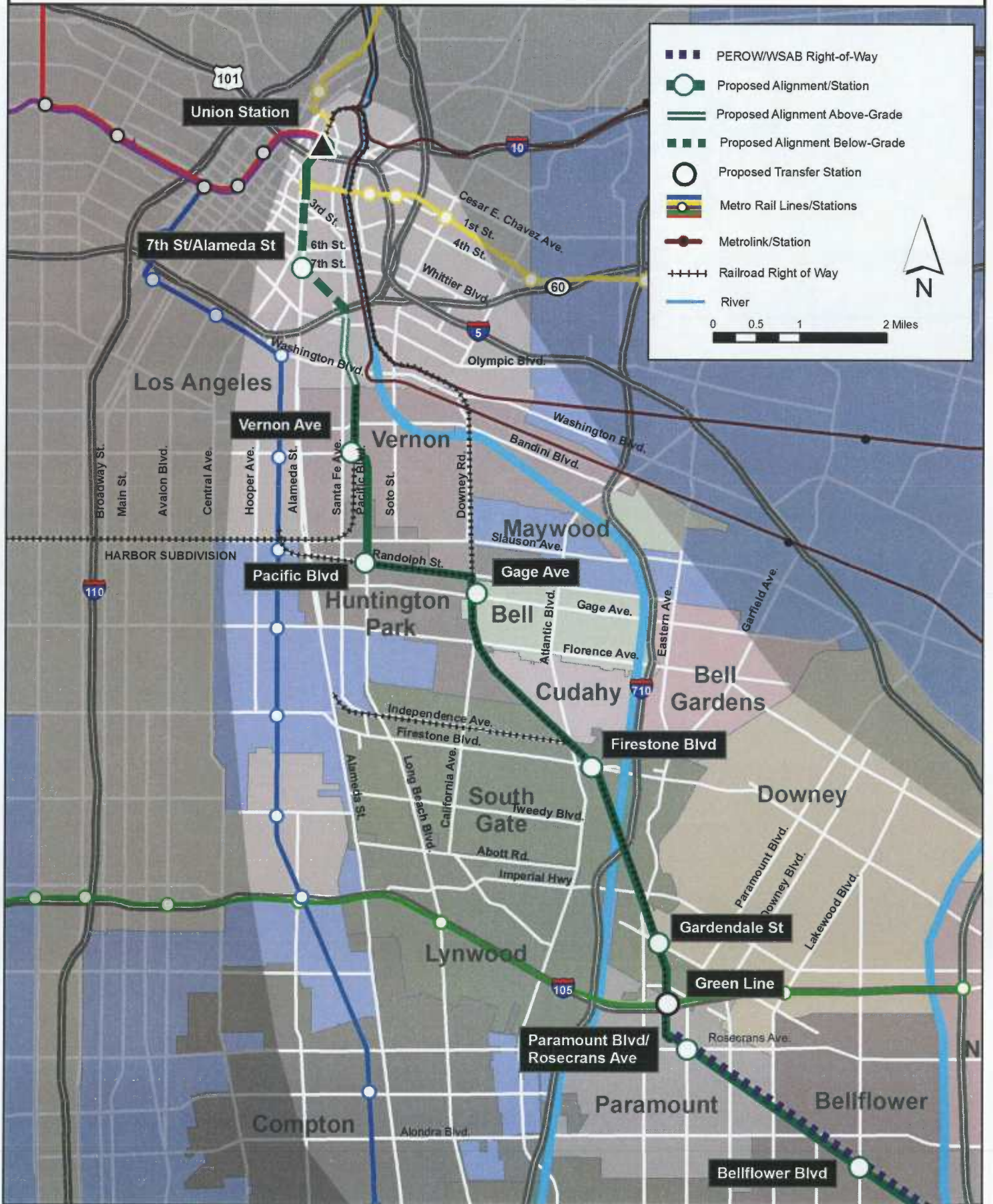
West Bank Alternative 3



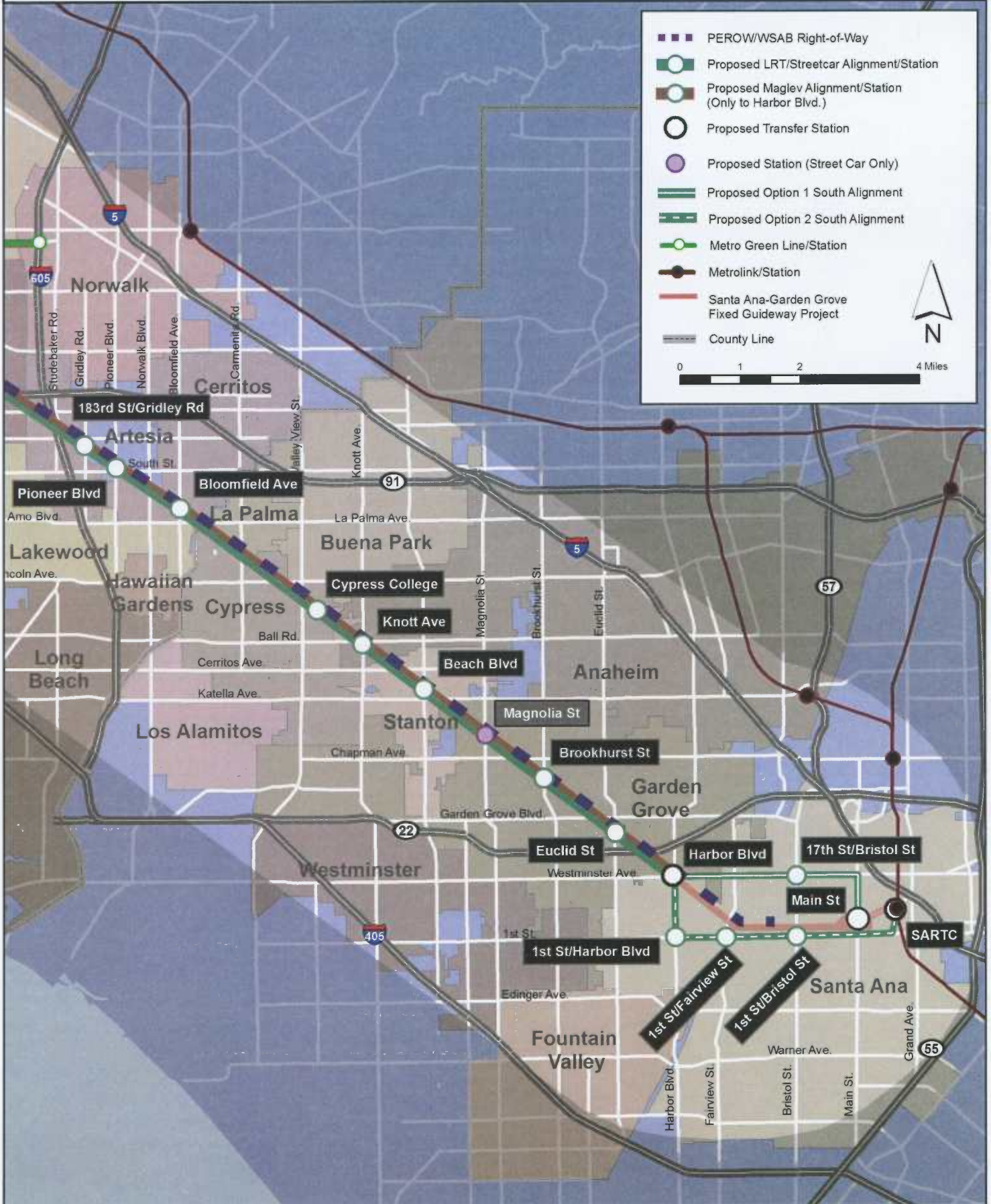
- ■ ■ PEROW/WSAB Right-of-Way
- Proposed Alignment/Station
- Proposed Transfer Station
- ++++ Railroad Right of Way
- Metro Rail Lines/Stations
- Metrolink/Station
- River

0 0.5 1 2 Miles

West Bank Alternative 3



Guideway Alternatives: Southern Alignments





Orangeline Development Authority (OLDA) Frequently Asked Questions

What is the Orangeline Development Authority?

OLDA is Joint Powers Authority (JPA) comprised of 14 members, representing 13 Southern California cities, and the Bob Hope Airport in the City of Burbank. Our purpose is to fund, design, build and operate an environmentally friendly, grade separated high speed transit system in Southern California. The agency is in the process of assessing viable transportation enhancements to improve passenger mobility and accessibility in our corridor which extends from Cerritos to Santa Clarita. We are also examining actions to better link the investment in transit to local economic development strategies, including Transit Oriented Development.

Who are the members?

The Cities of Artesia, Bell, Bellflower, Cerritos, Cudahy, Downey, Glendale, Huntington Park, Maywood, Paramount, Santa Clarita, South Gate and Vernon and the Bob Hope Airport in the City Burbank.

What is the alignment and how is it selected?

The project is still in the planning stages but the vision is from Orange County north through the Gateway Cities to Santa Clarita and Palmdale with possible links to major airports in Southern California. Currently, the proposed plan uses existing rights-of-way and may run along the SR-14 and I-5 corridors. The alignment will be selected based ultimately on the feasibility study results. The public will have an opportunity to provide input but the final decision of the alignment rests with the OLDA Board.

What are the benefits of the project?

There are many potential benefits: congestion, economic opportunities, affordable housing, job creation, transit oriented development and improved air quality.

How much will the project cost to build?

The project is in the feasibility phase and a preliminary cost estimate for alternatives will be available when the SCAG feasibility study is complete.

How is the project funded?

Each member city contributes funds based on the number of miles of track within their city and population. OLDA is also seeking public-private partnership station financing opportunities.

What is the project's timeline to be built and in operation?

A feasibility study is currently underway. Until the results of those are complete, the timeline is undetermined.

How will station locations be determined?

Many of the cities have already determined station locations based on the existing rights-of-way while other cities are still in the planning stages for the station location.

What is the transportation technology?

Because the project is in the planning stages, that is not yet determined, but the OLDA Board is committed to an environmentally friendly technology.

Will homes and/or businesses be displaced because of the rail system?

While the project is still in the feasibility phase, it is not anticipated that many homes or businesses will be displaced because the project is being reviewed for placement along existing public rights-of-way and along existing freeways.

