ORANGE LINE DEVELOPMENT AUTHORITY MEETING

Wednesday, May 12, 2004

Cerritos Sheriff’s Station/Community Center
Community Meeting Room
18135 Bloomfield Avenue
Cerritos

Buffet Dinner – 6:00 p.m.
Meeting – 6:30 p.m.

AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Introduction of Attendees
4. Public Comments
5. Approval of Minutes of April 14, 2004
6. Membership Status
7. City of Palmdale Action to Join the Orange Line Development Authority
8. Financial Contributions – Current and Proposed
9. Agreements with the City of Bellflower and with Transrapid-USA, Inc.
   Related to the Orangeline/ Bellflower Greenway Project – Status Report
10. Notice of Preparation of an Environmental Impact Report for the
    Orangeline and Request for Federal Participation in Preparing an
    Environmental Impact Statement – Status Report
11. Status Report on Request for Proposals RFP 04-001 and RFP 04-002
12. Federal Legislative Initiatives Update
13. Communication Items to the Board
14. Adjournment

NOTE: Electronic copies of this agenda and its related reports may be
downloaded via the Orange Line Development Authority website, at the
following URL: http://orangeline.calmaglev.org. From the main home page,
click the "Agendas and Minutes" link to download PDF files for this meeting
and all previous meetings.
MINUTES OF THE
ORANGE LINE DEVELOPMENT AUTHORITY (OLDA)

THURSDAY, April 14, 2004

CALL TO ORDER

OLDA Chairperson Hector De La Torre called the meeting to order at 6:30 p.m.

PLEDGE OF ALLEGIANCE

City of Paramount Councilmember Gene Daniels led the assembly in the salute to the flag.

INTRODUCTION OF ATTENDEES

Gene Daniels – Councilmember, City of Paramount
Anthony LA – Deputy Director of Public Works, City of Downey
W. Michael McCormick – Councilmember, City of Vernon
Sharad Mulchand – Transportation Planning Manager, LA County MTA
Sharon Gi – Associate Planner, City of Cerritos
Robert Lopez – Associate Planner, City of Cerritos
Pamela Mendoza – Administrative Assistant, City of Cerritos
Kevin Chun – Deputy City Administrator, City of Bellflower
Torrey Contreras – Advance Planning/Redevelopment Manager, City of Cerritos
Scott Larson – Councilmember, City of Bellflower
Pam Welty – Management Assistant, City of Bellflower
Keith McCarthy – Councilmember, City of Downey
Fred Freeman – Councilmember, City of Los Alamitos
Henry Clarks – P & D Landscape Management Services
Jimmy McMinch – P & D Landscape Management Services
Michael Colantuono, OLDA Legal Counsel
Bob Hughlett – Mayor, City of Cerritos
Art Gallucci – OLDA Secretary/City Manager, City of Cerritos
Steve Lefever – City of South Gate
Tim Keenan – Mayor, City of Cypress
Richard Marcus –Manager, OCTA
Hector De La Torre – OLDA Chair/Mayor, City of South Gate
Ludwig Schoell – Vice President, Max Boegli USA
John Noquez – Mayor, City of Huntington Park
Jack Joseph – Deputy Executive Director, GCCOG
Samuel Peña – Mayor Pro Tem, City of Maywood
Cynthia Avila – Minutes Secretary

PUBLIC COMMENTS AND SUGGESTIONS

OLDA Chairperson Hector De La Torre opened public comments for those in the audience who wished to address the Authority. There was no response and the public comment portion of the meeting was closed.
APPROVAL OF MINUTES OF ORANGE LINE DEVELOPMENT AUTHORITY MEETING OF MARCH 10, 2004

MOTION: It was moved by the City of Bellflower Councilmember Scott Larson to approve the March 10, 2004 minutes as submitted. The motion was seconded by the City of Los Alamitos Councilmember Fredrick Freeman and carried with City of Cerritos Mayor Bob Hughlett abstaining.

It was noted that OLDA Executive Director Albert Perdon was attending a meeting in the City of Palmdale on behalf of OLDA and, therefore, would not be in attendance at the OLDA meeting.

MEMBERSHIP STATUS

City of Cerritos Associate Planner Sharon Gi reported that to date membership status remains with 12 of the 20 cities along the Orange Line corridor having adopted the Orange Line Development Authority Joint Exercise of Powers Agreement, effectively forming a joint powers authority (JPA). Three other cities have passed a resolution supporting formation of the Orange Line Development Authority, but have not yet joined the JPA.

MOTION: It was moved by the City of Downey Councilmember Keith McCarthy to receive and file. The motion was seconded by the City of Paramount Councilmember Gene Daniels and carried unanimously.

FINANCIAL CONTRIBUTIONS – CURRENT AND PROPOSED

City of Cerritos Associate Planner Robert Lopez distributed a form to attendees to facilitate an update of primary representatives and alternates for record purposes. He stated that OLDA has received approximately $80,000 in membership contributions and the majority of the cities have paid their contributions in full for the year 2003. He further discussed in detail contribution calculations for 2004.

Staff recommended that the OLDA review and consider the revised contributions and be prepared to approve the new calculations for financial contributions at the next meeting.

A brief discussion ensued.

MOTION: It was moved by the City of Downey Councilmember Keith McCarthy to receive and file. The motion was seconded by the City of Paramount Councilmember Gene Daniels and carried unanimously.

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE ORANGELINE AND REQUEST FOR FEDERAL PARTICIPATION IN PREPARING AN ENVIRONMENTAL IMPACT STATEMENT

City of Cerritos Advance Planning/Redevelopment Manager Torrey Contreras stated that in April 2002, the Gateway Cities Council of Governments and SCAG initiated the preparation of the Orangeline Feasibility Study. The study included a preliminary environmental assessment to determine if there were any significant environmental concerns that could impact the ability of the Authority to implement and operate the Orangeline system. It also defined the project’s two key components: creation of mixed-use development and a high-speed maglev system. The environmental

Orange Line Development Authority

April 14, 2004
assessment concluded that potentially adverse effects associated with the Orangeline project were characterized as “moderate”. Additionally, the study identified some benefits: the reduction in air emissions, economic development around station areas, and community revitalization. The study concluded that the Orangeline was a feasible project.

Staff requested authorization from the Authority to prepare and issue a Notice of Preparation of an Environmental Impact Report for the Orangeline Development Project, identifying the Orange Line Development Authority as the lead agency. Further, direction was sought for staff to prepare and submit a request that OLDA serve as the lead agency for the purposes of preparing an Environmental Impact Statement pursuant to NEPA.

A brief discussion ensued.

**MOTION:** It was moved by the City of Downey Councilmember Keith McCarthy to receive and file. The motion was seconded by the City of Cerritos Mayor Bob Hughlett and carried unanimously.

**AGREEMENTS WITH THE CITY OF BELLFLOWER AND WITH TRANSRAPID – USA, INC. RELATED TO THE ORANGELINE/BELLFLOWER GREENWAY PROJECT**

City of Cerritos Advance Planning/Redevelopment Manager Torrey Contreras reviewed the agreement between the Authority and the City of Bellflower and Transrapid-USA, Inc. He stated that the purpose for the Authority entering this agreement with the City of Bellflower is so the Authority could act as a consultant to objectively review and assist in designing the Greenway project to accommodate the maglev requirements. Staff has approved the scope of work and this item is scheduled before the City Council in the City of Bellflower on April 26, 2004. Following approval of the Bellflower City Council, it is anticipated that work will be completed on the project in approximately July or August 2004. In addition, meetings were held with MTA and the City of Bellflower to present the concepts to staff and at that time the MTA indicated they would forward comments to the City of Bellflower upon reviewing the concepts in greater detail. Representatives from the City of Bellflower and their consultant team were present at the Orangeline meeting and they presented concepts of the Greenway project.

City of Bellflower Deputy City Administrator Kevin Chun and Henry Clark from P & D Landscape Management Services gave an overview, by way of PowerPoint, of the Greenway project and possible design concepts for the “West Branch” Greenway.

Staff recommended receiving and filing report.

A brief discussion ensued.

**MOTION:** It was moved by the City of Maywood Mayor Pro Tem Samuel Pena to receive and file. The motion was seconded by the City of Paramount Councilmember Gene Daniels and carried unanimously.
SCAG ADOPTS 2004 REGIONAL TRANSPORTATION PLAN – SETS NEW PRIORITIES FOR SCAG SUPPORT OF MAGLEV PROJECTS

City of Cerritos Advance Planning/Redevelopment Manager Torrey Contreras stated that on April 1, 2004, SCAG approved the 2004 Regional Transportation Plan (RTP). The RTP retains the intra-regional maglev system as an element of the region’s future transportation plan. It also sets new priorities for the various maglev projects including the Orangeline. Several months back, SCAG was soliciting input from local communities as well as government agencies such as OLDA. At their January and February 2004 meetings, the Board authorized staff to communicate the Authority’s concerns regarding the draft RTP, which include the elimination of the following Orangeline segments: Stanton to Santa Ana; and Anaheim to Irvine. In March 2004, a draft RTP appeared on the SCAG website that also eliminated the maglev segment from Union Station north along the I-5 corridor. Another concern is lowering the scheduled priority of the Orangeline to 2030.

These concerns were addressed in a letter from OLDA Chairperson Hector De La Torre to SCAG’s President. In addition, recently at a SCAG Regional Council meeting OLDA Board member Keith McCarthy made a motion to restore the deleted Orangeline segments and to change the designation of the Anaheim to Irvine segment from conceptual for further study to its original permanent condition. Unfortunately, SCAG’s Regional Council voted 30 to 10 to oppose the motion for the following reasons: SCAG stated that the decision to eliminate the Anaheim to Irvine segment was at the request of the OCTA. In addition, SCAG stated the 2030 implementation schedule for the Orangeline project was based on the amount of time SCAG thought it would take to complete all of the other segments first. According to SCAG, the Orangeline also does not support SCAG’s aviation connectivity plan and the Orangeline is too slow to due to the number of proposed stops along the route.

City of Downey Councilmember Keith McCarthy was present at the SCAG Regional Council meeting on April 1, 2004. He stated that the Orangeline is still on the RTP, unfortunately, SCAG adopted the Orangeline plan with a completion date of 2030. He requested SCAG to reconsider their projected completion date of 2030 and move the date closer to the OLDA projected completion date. He was unsuccessful in obtaining support for reconsideration.

OLDA Chairperson Hector De La Torre was also in attendance at the SCAG regional council meeting and questioned the representation of SCAG President and Brea Councilmember Bev Perry.

OCTA Manager Richard Marcus stated he has done substantial research with regards to the comment from SCAG, which stated that the decision to eliminate the Anaheim to Irvine maglev segment was at the request of the OCTA. OCTA Manager Richard Marcus further stated that he has not found evidence to verify or confirm said OCTA Board action nor were there any staff requests to eliminate the Anaheim to Irvine segment. OCTA Director Norby sent to the OCTA CEO a letter requesting clarification about where this statement or action was documented. To date, OCTA findings are that there was no request from the Board or staff requesting the elimination of the Anaheim to Irvine segment; this item is still under investigation.

A discussion ensued regarding the Palmdale segment.
MOTION: It was moved by the Downey Councilmember Keith McCarthy to receive and file. The motion was seconded by the City of Bellflower Councilmember Scott Larson and carried unanimously.

FEDERAL LEGISLATIVE INITIATIVES UPDATE

City of Cerritos Associate Planner Robert Lopez reported that the Orangeline has been placed as a high priority project in the House Transportation & Infrastructure Committee. In addition, the Authority has the potential to receive $300,000 in funds, thanks to the efforts of Congresswoman Linda Sanchez. The House approved TEA-LU in the amount of $275-billion in transportation funds, although the White House has tried to block this bill by saying that the funding level is too high. The President is threatening to veto this bill as it currently reads. After the Spring holiday recess, the House will try to work out a compromise on this issue. In the meantime Board members are strongly encouraged to contact Senator Boxer and Senator Feinstein and urge them to support the Orangeline.

OLDA Chairperson Hector De La Torre noted that he spoke with Senator Feinstein and she requested more details on the Orangeline project.

MOTION: It was moved by the City of Maywood Mayor Pro Tem Samuel Pena to receive and file. The motion was seconded by the City of Paramount Councilmember Gene Daniels and carried unanimously.

COMMUNICATION ITEMS TO THE BOARD

City of Cerritos Associate Planner Sharon Gi commented on communication items that were provided to the Board. Ms. Gi stated that there was a letter to Senator Boxer that Board members may use as reference when making contact with her office about Orangeline support. In addition, the packet included various articles of interest from the Los Angeles Times.

MOTION: It was moved by the City of Downey Councilmember Keith McCarthy to receive and file. The motion was seconded by the City of Paramount Councilmember Gene Daniels and carried unanimously.

ADJOURNMENT

It was moved by City of Maywood Mayor Pro Tem Samuel Pena to adjourn the meeting. The motion was seconded by City of Paramount Councilmember Gene Daniels and carried unanimously.

There being no further business to come before the Orange Line Development Authority, the meeting was adjourned at 7:25 p.m. The next meeting will be held May 12, 2004 at 6:30 p.m.

Attest:

Secretary

Chairperson

Approved: May 12, 2004

Orange Line Development Authority
DEVELOPMENT AUTHORITY

AGENDA REPORT

TO: Members of the Orange Line Development Authority

FROM: Albert Perdon, Executive Director

DATE: May 12, 2004

SUBJECT: MEMBERSHIP STATUS

To date, thirteen cities have adopted the Orange Line Development Authority Joint Exercise of Powers Agreement, effectively forming a joint powers authority (JPA). This total includes twelve of the twenty cities along the southern segment of the Orange Line corridor; the thirteenth city is Palmdale, which recently joined the Authority, establishing a new northern segment for the Orangeline. (See the map on the next page.)

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http://orangeline.ca.gov

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Paramount, California, 90723 USA
alberperdon@orangeline.ca.gov
310.671.1113 Phone
562.924.0152 FAX
In total, twenty-six cities (including Los Angeles County) are featured in the maps above. Three cities have passed a resolution supporting formation of the Orange Line Development Authority, but have not yet joined the JPA.

**RECOMMENDATION**

The following is recommended to the Orange Line Development Authority:

1. Review and discuss the information provided; and
2. Receive and file.
DEVELOPMENT AUTHORITY

AGENDA REPORT

TO: Members of the Orange Line Development Authority

FROM: Albert Perdon, Executive Director

DATE: May 12, 2004

SUBJECT: CITY OF PALMDALE ACTION TO JOIN THE ORANGELINE DEVELOPMENT AUTHORITY

BACKGROUND

During the past several months, staff has reported to the Board on the on-going discussions with north Los Angeles County cities regarding the Orangeline. A ground access study, including a feasibility study of a possible maglev line from Palmdale to LAX via either or both the I-405 Freeway corridor or the I-5 corridor through downtown Los Angeles, was completed in December 2001.

Several meetings have been held since the publication of the study report to determine the interest of north Los Angeles County cities in joining the Orange Line Development Authority, or in forming a separate joint powers authority.

In late March, Palmdale’s City Manager, Bob Toone, decided to recommend to the Palmdale City Council that the City join the Orange Line Development Authority. The Council acted unanimously on April 14, 2004, to support the City Manager’s recommendation.

The City of Palmdale has delivered a fully executed agreement establishing its entry as a member of the Authority. The City has received an invoice for its membership fee for the remainder of the current fiscal year ending June 30, 2004.

RECOMMENDATION

The following is recommended to the Orange Line Development Authority Board:

1. Review and discuss the information provided;

2. Formally welcome the City of Palmdale as the newest member of the Authority; and

3. Receive and file this report.
AGENDA REPORT

TO: Members of the Orange Line Development Authority

FROM: Albert Perdon, Executive Director

DATE: May 12, 2004

SUBJECT: FINANCIAL CONTRIBUTIONS – CURRENT AND PROPOSED

At the May 1, 2003, Authority meeting, the Board of Directors approved a formula for establishing each Member city’s annual contribution to the Authority. These contributions will be applied toward administrative and consulting costs during the predeployment phase of the Orange Line. To date, eleven out of twelve Member cities have paid their membership contributions in full.

The two factors deemed most relevant to a Member’s relationship to the Orange Line and that served as the basis for the formula were: 1) a city’s population and 2) the number of miles of Orange Line track that go through a city. A city’s population is significant in that a city’s budget for transit spending from local returns from Proposition A and C (Los Angeles County) and Measure M (Orange County) is directly related to its population. The number of miles of track in a city has a direct relationship to the potential for a city to benefit from the Orange Line. Cities with more miles of Orange Line track running through the jurisdictional boundaries contribute more than cities with less miles of track, and cities with bigger populations (and therefore a bigger source of transit funds) are able to contribute more than cities with smaller populations.

Members were given the option of providing payments to the Authority in two installments: 1) one upfront payment totaling 50 percent of each Member city’s respective contribution, and 2) a second payment of the remaining 50 percent to be paid six months later. For the Members who have yet to pay the full contribution amount, please note that second installment payments were due on December 5, 2003.

The status of each Member’s contribution is detailed in the table on the following page.
### Orange Line Member Contributions for FY 2003-2004

<table>
<thead>
<tr>
<th>Member Cities</th>
<th>Total Amount Due</th>
<th>1st Installment Due 6/5/03</th>
<th>2nd Installment Due 12/5/03</th>
<th>Amount Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>Artesia</td>
<td>$3,424</td>
<td>$1,712</td>
<td>$1,712</td>
<td>$3,424</td>
</tr>
<tr>
<td>Bell</td>
<td>$3,916</td>
<td>$1,958</td>
<td>$1,958</td>
<td>$3,916</td>
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<tr>
<td>Bellflower</td>
<td>$13,348</td>
<td>$6,674</td>
<td>$6,674</td>
<td>$13,348</td>
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<tr>
<td>Cerritos</td>
<td>$14,692</td>
<td>$7,346</td>
<td>$7,346</td>
<td>$14,692</td>
</tr>
<tr>
<td>Cudahy</td>
<td>$806</td>
<td>$403</td>
<td>$403</td>
<td>$806</td>
</tr>
<tr>
<td>Downey</td>
<td>$5,860</td>
<td>$2,930</td>
<td>$2,930</td>
<td>$5,860</td>
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<tr>
<td>Huntington Park</td>
<td>$8,806</td>
<td>$4,403</td>
<td>$4,403</td>
<td>$8,806</td>
</tr>
<tr>
<td>Los Alamitos</td>
<td>$383</td>
<td>$192</td>
<td>$192</td>
<td>$383</td>
</tr>
<tr>
<td>Maywood</td>
<td>$2,078</td>
<td>$1,039</td>
<td>$1,039</td>
<td>$2,000</td>
</tr>
<tr>
<td>Palmdale</td>
<td>$6,051</td>
<td>$3,026</td>
<td>$3,026</td>
<td>$0</td>
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<tr>
<td>Paramount</td>
<td>$10,705</td>
<td>$5,353</td>
<td>$5,353</td>
<td>$10,706</td>
</tr>
<tr>
<td>South Gate</td>
<td>$16,004</td>
<td>$8,002</td>
<td>$8,002</td>
<td>$8,002</td>
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<tr>
<td>Vernon</td>
<td>$7,405</td>
<td>$3,703</td>
<td>$3,703</td>
<td>$7,405</td>
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<tr>
<td><strong>Total - Member Cities</strong></td>
<td><strong>$93,478</strong></td>
<td><strong>$46,741</strong></td>
<td><strong>$46,741</strong></td>
<td><strong>$79,348</strong></td>
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<table>
<thead>
<tr>
<th>Remaining Cities</th>
<th></th>
<th></th>
<th></th>
<th></th>
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<tbody>
<tr>
<td>Buena Park</td>
<td>$3,554</td>
<td>$1,777</td>
<td>$1,777</td>
<td>$0</td>
</tr>
<tr>
<td>Cypress</td>
<td>$11,546</td>
<td>$5,773</td>
<td>$5,773</td>
<td>$0</td>
</tr>
<tr>
<td>Fountain Valley*</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Garden Grove</td>
<td>$26,750</td>
<td>$13,375</td>
<td>$13,375</td>
<td>$0</td>
</tr>
<tr>
<td>Huntington Beach*</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>La Palma</td>
<td>$3,300</td>
<td>$1,650</td>
<td>$1,650</td>
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<tr>
<td>Los Angeles</td>
<td>$142,454</td>
<td>$71,227</td>
<td>$71,227</td>
<td>$0</td>
</tr>
<tr>
<td>Stanton</td>
<td>$4,856</td>
<td>$2,428</td>
<td>$2,428</td>
<td>$0</td>
</tr>
<tr>
<td>Westminster*</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td><strong>Total - Remaining Cities</strong></td>
<td><strong>$192,460</strong></td>
<td><strong>$96,230</strong></td>
<td><strong>$96,230</strong></td>
<td><strong>$0</strong></td>
</tr>
</tbody>
</table>

**GRAND TOTAL**  
$285,938  $142,971  $142,971  $79,348

*Not included in the calculation due to the city's desire to act as an observer at this time.

In addition to these contributions, the Authority is currently working toward obtaining funds from federal sources. The contributions made by Members will demonstrate to external parties the commitment by the Member Cities to further investigate the feasibility of the Orange Line, thus increasing the Authority's credibility and the likelihood of receiving such external funds.
USE OF LOCAL RETURN FUNDS

Los Angeles County cities may be eligible to utilize their local return funds (Proposition A & C) toward the financial contribution described above. These cities must send a Form A application to MTA for authorization to use their Proposition A & C funds for the Orange Line. In such a case, the project code would be 270, "Transportation Planning."

At the present time, Measure M funds may only be used toward specific transportation project costs, and not towards membership dues, including Orange Line Member contributions. Once the Orange Line Development Authority undergoes detailed project studies and construction-related work, Measure M funds may be employed at that time. Until then, Orange County cities will need to utilize other sources of funding for their Orange Line financial contributions.

PROPOSED MEMBER CONTRIBUTIONS FOR FISCAL YEAR 2004-2005

At the April 14, 2004, Authority meeting, the Board of Directors reviewed a proposed set of each Member city's annual contribution to the Authority for fiscal year 2004-2005. Revised Member contribution amounts were based on Geographic Information Systems (GIS) data and measurements while employing the same methodology as approved by the Board on May 1, 2003.

Attachment 1 delineates the calculation of proposed FY2004-2005 Member contribution amounts and applicable fee increases/decreases for the Board's review. As a result of the joining of the City of Palmdale to the Authority, a new set of cities has been added to the contribution list.

Assuming an annual budget goal of $825,000, staff has determined the following unit costs to facilitate the calculation of Member contributions, should additional cities join the Authority:

- Per-Person Fee: $0.059
- Per-Mile Fee: $3,941.15

The first installment payment due date for 2004 Member contributions is tentatively scheduled for July 1, 2004.

RECOMMENDATION

The following is recommended to the Orange Line Development Authority:

1. Review and discuss the information provided;
2. Adopt a resolution approving the Orange Line Development Authority Member Contributions for fiscal year 2004-2005; and
3. Direct staff to submit invoices to member cities.

Attachment:

1. Member Contributions for Fiscal Year 2004-2005
### Orange Line Member Contributions - Fiscal Year 2004-2005

<table>
<thead>
<tr>
<th>City</th>
<th>Population</th>
<th>% Pop.</th>
<th>Popc. Fee</th>
<th>Total Miles, 2003</th>
<th>Total Adjusted Miles, 2004</th>
<th>% Miles</th>
<th>Miles Fee</th>
<th>Total Fee, 2004</th>
<th>Total Fee, 2003</th>
<th>Fee Increase (Decrease) 2003</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster</td>
<td>118,718</td>
<td>1.70%</td>
<td>$7,036</td>
<td>4.30</td>
<td>4.108%</td>
<td>$16,947</td>
<td>$23,985</td>
<td>$23,985</td>
<td>$24,983</td>
<td>$0.051</td>
<td>Lancaster</td>
</tr>
<tr>
<td>Palmdale</td>
<td>110,670</td>
<td>1.57%</td>
<td>$6,917</td>
<td>4.49</td>
<td>4.285%</td>
<td>$17,676</td>
<td>$24,583</td>
<td>$24,583</td>
<td>$25,170</td>
<td>$0.584</td>
<td>Palmdale</td>
</tr>
<tr>
<td>Los Angeles County</td>
<td>987,537</td>
<td>14.193%</td>
<td>$58,547</td>
<td>30.00</td>
<td>28.663%</td>
<td>$118,284</td>
<td>$176,781</td>
<td>$176,781</td>
<td>$180,554</td>
<td>$3.774</td>
<td>Santa Clarita</td>
</tr>
<tr>
<td>Santa Clarita</td>
<td>151,088</td>
<td>2.171%</td>
<td>$9,657</td>
<td>5.26</td>
<td>5.026%</td>
<td>$20,730</td>
<td>$29,688</td>
<td>$29,688</td>
<td>$30,370</td>
<td>$0.682</td>
<td>Santa Clarita</td>
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<tr>
<td>San Fernando</td>
<td>23,564</td>
<td>0.339%</td>
<td>$1,397</td>
<td>1.20</td>
<td>1.142%</td>
<td>$4,710</td>
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<td>$6,107</td>
<td>$6,307</td>
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<tr>
<td>Burbank</td>
<td>100,316</td>
<td>1.442%</td>
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<td>3.745%</td>
<td>$15,449</td>
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<td>$21,397</td>
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<td>Glendale</td>
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<td>2.986%</td>
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<td>$23,875</td>
<td>$24,583</td>
<td>$0.708</td>
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</tr>
<tr>
<td>Los Angeles</td>
<td>3,694,820</td>
<td>53.103%</td>
<td>$219,051</td>
<td>4.24</td>
<td>4.228%</td>
<td>$61,750</td>
<td>$310,800</td>
<td>$310,800</td>
<td>$316,346</td>
<td>$5,546</td>
<td>Los Angeles</td>
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<tr>
<td>Vernon</td>
<td>91</td>
<td>0.001%</td>
<td>$5</td>
<td>1.62</td>
<td>1.53%</td>
<td>$5,321</td>
<td>$5,326</td>
<td>$5,326</td>
<td>$5,079</td>
<td>$(247)</td>
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</tr>
<tr>
<td>Maywood</td>
<td>28,083</td>
<td>0.404%</td>
<td>$1,665</td>
<td>0.25</td>
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<td>$1,025</td>
<td>$2,690</td>
<td>$2,690</td>
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</tr>
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<td>$4,355</td>
<td>$7,992</td>
<td>$7,992</td>
<td>$8,806</td>
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<td>0.41%</td>
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<td>South Gate</td>
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<td>2.173%</td>
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<td>$1,498</td>
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<tr>
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<td>1.854%</td>
<td>$7,646</td>
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<td>Artesia</td>
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<td>$671</td>
<td>0.63</td>
<td>0.583%</td>
<td>$3,685</td>
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<td>0.221%</td>
<td>$913</td>
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<td>0.000%</td>
<td>$0</td>
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<td>$684</td>
<td>$383</td>
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<td>$4,343</td>
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<td>4.869%</td>
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<td>3.79</td>
<td>3.483%</td>
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<td>$34,403</td>
<td>$28,676</td>
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<tr>
<td>Westminster**</td>
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<td>0.000%</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>Huntington Beach**</td>
</tr>
</tbody>
</table>

**Although the Orange Line is proposed to run through its jurisdiction, this city has respectfully requested not to be included in the Orange Line Development Authority.**

**Not included in the calculation due to the city's desire to act as an observer at this time.**

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Please submit your payment to:

Orange Line Development Authority
16401 Paramount Boulevard
Paramount, CA 90723
DEVELOPMENT AUTHORITY

AGENDA REPORT

TO: Members of the Orange Line Development Authority
FROM: Albert Perdon, Executive Director
DATE: May 12, 2004
SUBJECT: AGREEMENTS WITH THE CITY OF BELLFLOWER AND WITH TRANSRAPID-USA, INC. RELATED TO THE ORANGELINE/ BELLFLOWER GREENWAY PROJECT – STATUS REPORT

BACKGROUND

On February 19, 2004, the Authority Board authorized agreements to be executed between the Authority and the City of Bellflower and between the Authority and Transrapid-USA in regard to the "West Branch" Greenway. These agreements enable the Authority to provide to the City of Bellflower design and engineering reviews of plans being prepared for the Greenway project. The purpose of these reviews is to ensure that the Greenway designs accommodate the physical and operational requirements of the Orangeline maglev system.

The Bellflower City Council approved the agreement between the Authority and the City on April 12, 2004. The agreement with Transrapid-USA has been executed.

Transrapid-USA will be given a Notice to Proceed as soon as the agreement with Bellflower is executed and funds to support this work effort are deposited in the Authority's account.

It is anticipated that the work will begin in May and be completed in July 2004.

RECOMMENDATION

The following is recommended to the Orange Line Development Authority Board:

1. Review and discuss the information provided; and
2. Receive and file this report.
DEVELOPMENT AUTHORITY

AGENDA REPORT

TO: Members of the Orange Line Development Authority

FROM: Albert Perdon, Executive Director

DATE: April 14, 2004

SUBJECT: SCAG ADopts 2004 REGIONAL TRANSPORTATION PLAN – SETS NEW PRIORITIES FOR SCAG SUPPORT OF MAGLEV PROJECTS

BACKGROUND

On April 1, 2004, the Southern California Association of Governments (SCAG) Regional Council adopted the 2004 Regional Transportation Plan (RTP). The 2004 RTP retains the intra-regional maglev system as an element of the region’s future transportation blueprint. However, the adopted RTP sets new priorities for SCAG support of specific maglev projects. SCAG’s support of the Orangeline has been diminished, as the 2004 RTP identifies the project for implementation in 2030, well after other lines would have been completed. In March 2004, the Authority established a goal to have the Orangeline in operation by 2011.

At the November 20, 2003, Board meeting, the Board was informed that SCAG was seeking input on the draft 2004 Regional Transportation Plan (“DRTP”). Staff reported that the 2004 DRTP incorporated significant changes to the current RTP that are not supportive of the Authority’s goals for the Orangeline.

At the January 15, 2004 and February 19, 2004 meetings, the Board approved staff recommendations that specific concerns regarding the DRTP be communicated to SCAG. These concerns were communicated in a letter dated January 16, 2004 from Chairman De La Torre to Mayor Bev Perry, SCAG President.

The Authority’s primary concerns revolved around the elimination in the October Draft 2004 RTP of the Orangeline segment from Stanton to Santa Ana, and the segment from Anaheim to Irvine. On March 24, 2004, a Draft 2004 RTP appeared on the SCAG website that also eliminated the maglev segment from Union Station north along the I-5 corridor. Elimination of these north and south extensions of the Orangeline would have a detrimental effect on the ridership and revenues to be realized by the Orangeline.

A second concern has been lowering of the schedule priority for Orangeline deployment to 26 years in the future. This has the practical effect of eliminating the Orangeline from the maglev system map, in SCAG’s view of the maglev deployment program.
In the Final Draft 2004 RTP released on SCAG's website on March 28, 2004, SCAG reinserted the segment from Anaheim to Irvine as a dashed line, which was characterized as "conceptual for further study". The net effect is that SCAG is indicating a lower priority for this segment, since all lines are conceptual and subject to further study.

Despite the efforts of Authority staff and Board members, the Regional Council voted 30 to 10 to oppose a motion by Authority Board member and Downey City Councilmember Keith McCarthy to restore the deleted Orangeline segment and the connection from Anaheim to Irvine as a solid line on the maglev map. The 30 votes against the Orangeline represent about 40 percent of SCAG's 75-member governing board.

Two points were made in argument against the motion introduced by Councilmember McCarthy. SCAG President, Mayor Bev Perry stated that the maglev segment from Anaheim to Irvine was eliminated at the request of OCTA. Chris Norby, OCTA Board member and SCAG Regional Council member responded that he was not aware that the OCTA Board had taken a policy decision to eliminate this segment.

The second argument against the motion was made by SCAG staff, which indicated that the 2030 implementation date for the Orangeline was determined after judging how long it would take to build the other segments first, and then how long it would take to build the Orangeline. SCAG staff judged that it would take between now and 2030 to complete its higher priority lines first and then the Orangeline. SCAG representatives have also suggested that the Orangeline does not support SCAG's aviation plan and that it's service is too slow due to too many stations.

While the effect of SCAG's actions signify the priority that at least 30 Regional Council members have given to the Orangeline, the Authority is not prevented from proceeding with the project, nor is it prevented from completing the project by an earlier date than suggested by SCAG. Ultimately, the success of any maglev project will be determined by the corridor cities to be served, not by a vote of 30 SCAG Regional Council members.

The vote by the Regional Council suggests that the Authority should continue to build support for the Orangeline among local cities throughout Southern California, and particularly in Orange County. Staff should be directed to continue working with Orange County cities to demonstrate the potential benefits of the Orange Line to Orange County cities, as well as to other cities throughout the region. Board members should participate in this effort to build good will between the Authority and other cities in the region.

RECOMMENDATION

The following is recommended to the Orange Line Development Authority:

1. Review and discuss the information provided;

2. Direct staff to continue working with cities throughout the region to gain support for the Orangeline and other segments of the regional maglev network; and

3. Receive and file this report.
DEVELOPMENT AUTHORITY

AGENDA REPORT

TO: Members of the Orange Line Development Authority

FROM: Albert Perdon, Executive Director

DATE: May 12, 2004

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE ORANGELINE AND REQUEST FOR FEDERAL PARTICIPATION IN PREPARING AN ENVIRONMENTAL IMPACT STATEMENT – STATUS REPORT

BACKGROUND

At its April 14, 2004, meeting, the Board directed staff to prepare and issue a Notice of Preparation of an Environmental Impact Report for the Orangeline Development Project, and prepare and submit to the appropriate department of the U.S. Department of Transportation, a request that it serve as the lead agency for the purposes of preparing a federal Environmental Impact Statement.

STATUS

Due to the efforts underway to prepare and issue two Requests for Proposals, staff has not yet initiated work on preparing and issuing the Notice of Preparation. Staff plans to begin work on this in May with a goal of issuing the Notice of Preparation in June.

Staff has contacted a representative of the Federal Railroad Administration (FRA) to seek guidance on securing support of the FRA as lead agency for the federal Environmental Impact Statement (EIS). Even though the Authority will draft the EIS and undertake the necessary studies to describe the intended action and its potential impacts, the FRA would be the lead agency for this federal document.

Staff also discussed the funding earmark currently in TEA-LU and obtained guidance on interim steps that can be taken to develop the agreement for the anticipated funding grant. The goal is to have everything in place so that an agreement can be executed quickly and the work can begin without delay.

RECOMMENDATION

The following is recommended to the Orange Line Development Authority Board:

1. Review and discuss the information provided; and

2. Receive and file this report.
DEVELOPMENT AUTHORITY

AGENDA REPORT

TO:       Members of the Orange Line Development Authority
FROM:     Albert Perdon, Executive Director
DATE:     May 12, 2004
SUBJECT:  STATUS REPORT ON REQUEST FOR PROPOSALS RFP 04-001 AND RFP 04-002

BACKGROUND

At the March 10, 2004, meeting, the Board authorized staff to release Request for Proposal (RFP) 04-001 Environmental Planning Services and RFP 04-002 Development Partner.

On May 6, 2004, both RFP 04-001 and RFP 04-002 were posted on the Authority’s website. A Pre-proposal Conference for both RFPs has been scheduled for May 24, 2004, from 2:00 p.m. to 5:00 p.m. to be held at the Cerritos Center for the Performing Arts, 12700 Center Court Drive, Cerritos.

The Proposal due dates for the RFPs are as follows:

  RFP 04-001....................June 29, 2004; 1:00 p.m.
  RFP 04-002....................July 13, 2004; 1:00 p.m.

Notification of the availability of the RFP is via email distribution lists and limited publication in industry journals and newspapers.

Inquiries received to date indicate a strong interest in the RFPs.

Staff will present recommendations for the formation of a Proposal Review Committee for consideration by the Board at the June meeting.

RECOMMENDATION

The following is recommended to the Orange Line Development Authority Board:

1. Review and discuss the information provided; and

2. File this report
AGENDA REPORT

TO: Members of the Orange Line Development Authority

FROM: Albert Perdon, Executive Director

DATE: May 12, 2004

SUBJECT: FEDERAL LEGISLATIVE INITIATIVES UPDATE

BACKGROUND

As reported in last month’s Legislative Initiatives Update, the Orangeline is included as a "High Priority Project" in TEA-LU, the "Transportation Equity Act – A Legacy for Users". This bill (HR 3550) is the $275 billion House version for reauthorizing the federal transportation program for the next six years. The bill’s funding earmark of $300,000 for the Orangeline would be used to initiate PE/EIR/EIS work. The Senate has a companion $318 billion bill (S 1072).

On April 29, 2004, Congressional leaders met with the White House to arrive at a dollar total for the much-delayed reauthorization bill, which is recognized as the biggest jobs and economic stimulus legislation Congress will consider this year. It has been reported that the White House is concerned about the growing budget deficit and thus rejected both House and Senate bills. The Bush Administration has threatened a veto of any bill that exceeds $256 billion; however, with hundreds of thousands of jobs and several transportation projects hanging in the balance, many Republicans and normally pro-administration business groups are unhappy with the Administration’s position.

To give legislators additional time to iron out the issues, the current authorization has been extended another two months. This time extension affords the Authority to communicate with Congressional members, indicating the interest of the Authority and their member cities regarding this important piece of legislation. Two member cities, Bellflower and Paramount, have already communicated on this matter with Senator Boxer and other members.

Other cities are encouraged to contact Senator Boxer (202.224.3553 - Laurie Saroff is key staff person – laurie_saroff@boxer.senate.gov) to urge her support for the Orangeline.

RECOMMENDATION

The following is recommended to the Orange Line Development Authority Board:

1. Review and discuss the information provided; and

2. Receive and file this report.
DEVELOPMENT AUTHORITY

AGENDA REPORT

TO: Members of the Orange Line Development Authority

FROM: Albert Perdon, Executive Director

DATE: May 12, 2004

SUBJECT: COMMUNICATION ITEMS

This report highlights recent and upcoming events that should be of interest to the Board.

Meeting with Los Angeles County Supervisor Don Knabe

On March 17, 2004, former Authority Board Member and Cerritos Mayor Gloria Kappe, Authority Secretary and Cerritos City Manager Art Gallucci, and I met with Los Angeles County Supervisor Don Knabe to provide information about the Authority and the Orangeline project. Supervisor Knabe was very receptive and indicated support for the efforts of the Authority. Supervisor Knabe was subsequently interviewed by the Los Cerritos Community News, which carried an article on the interview in its April 15, 2004, issue.

SCAG Maglev Task Force Meeting

Board Member and Downey City Council Member Keith McCarthy has requested that a presentation by the Orange Line Development Authority on the status of the Authority’s formation and activities be included on the agenda of the SCAG Maglev Task Force meeting of 11:00 a.m. on May 19, 2004. Staff has confirmed with SCAG staff that the item will be placed on the agenda.

Meeting hosted by Los Angeles County Supervisor Mike Antonovich

On June 3, 2004, a meeting of North Los Angeles County cities will be held, hosted by Supervisor Antonovich, to discuss the interests of North Los Angeles County cities in pursuing maglev deployment in their cities. This meeting is a follow-up to several prior meetings involving staff from the interested cities and will involve City Council members and Mayors.

Communication with OCTA Staff

Pursuant to Board direction at the April 14, 2004, meeting, on May 5, 2004, staff communicated with staff of OCTA to provide information requested at the April 14 Board meeting. OCTA staff reconfirmed that the OCTA Board has not taken a position on the Orangeline, and that OCTA staff did not request SCAG to remove the Orangeline extension from Anaheim to Irvine from the 2004 RTP.

http://orangeline.calmaglev.org
19401 Paramount Boulevard
Paramount, California, 90723 USA
albertperdon@orangeline.calmaglev.org
310.871.1113 Phone
562.924.0152 FAX
Review of California High Speed Rail Authority Rail Plan

At the April 14, 2004 Board meeting, staff was directed to prepare a report on the California High Speed Rail Authority's plan for building a high speed train from Sacramento to San Diego. This report is in preparation and will be submitted to the Board at the June 2004 meeting.

Communication with Federal Railroad Administration

Pursuant to Board direction of April 14, staff has contacted the Federal Railroad Administration (FRA) to seek their support in serving as the lead agency in preparation of a federal Environmental Impact Statement for the Orangeline. FRA is awaiting documentation from us to enable their review of our request. The requested information will be provided within the next three weeks.

RECOMMENDATION

The following is recommended to the Orange Line Development Authority:

1. Review and discuss the information provided; and
2. Receive and file this report.

Attachment

1. April 15, 2004 Los Cerritos Community News Article featuring Supervisor Knabe
In an interview with the Los Cerritos Community News, Supervisor Knabe, stated that as part of the solution to getting people off the freeways and lessen the traffic flow, "A lot of advance thinking is needed like what some cities are doing with the proposed Orangeline that would link Santa Ana to Union Station in Los Angeles and eventually to Los Angeles Airport. There's a heavy population along that route."

In an interview that ranged from the county's "Save a Baby" program to Homeland Security to a couple of initiatives being circulated for the November ballot, Los Angeles County Supervisor Don Knabe gave the Los Cerritos Community News his views on these topics and more.

One questioned asked by the Community News was, "How do you get people off the freeways and lessen the traffic flow?"

Supervisor Knabe: We have a multi-mobile society here. We can widen the roadways where possible, expand the public transportation system like light rail and Metrolink. We're trying to deal with it on a regional basis. However, the state has cut off transportation dollars due to the budget deficit. A lot of advance thinking is needed like what some of the cities are doing with the proposed Orangeline that would link Santa Ana to Union Station in Los Angeles and eventually to Los Angeles Airport. There's a heavy population along that route.