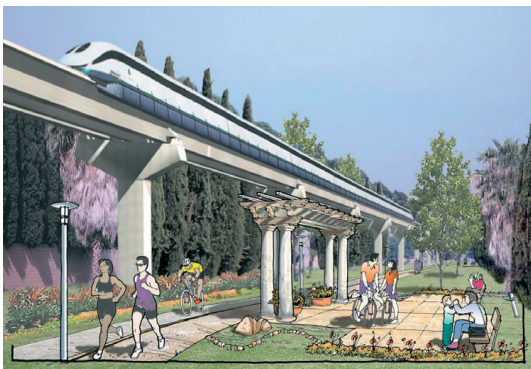


ABOUT THE ORANGE LINE



The Orange Line is a proposed magnetic levitation (maglev) transportation system that will connect Downtown Los Angeles with Orange County by traveling on a former Pacific Electric right-of-way through the Gateway Cities region and north/central Orange County. This maglev system will provide a smooth and efficient solution to our state's rapidly increasing population and transportation needs.



This maglev system will not only provide a direct link between Los Angeles and Orange counties, but its construction will ultimately provide efficient and convenient connections to two of our state's top business and entertainment centers.

A number of financial opportunities for participating jurisdictions are presented with the Orange Line, such as providing for the creation of Orange Line stations that will serve as a catalyst for new commercial, industrial and residential development. The Orange Line also has the potential for improving existing traffic conditions, air quality and the fiscal stability of all jurisdictions located along the proposed route.

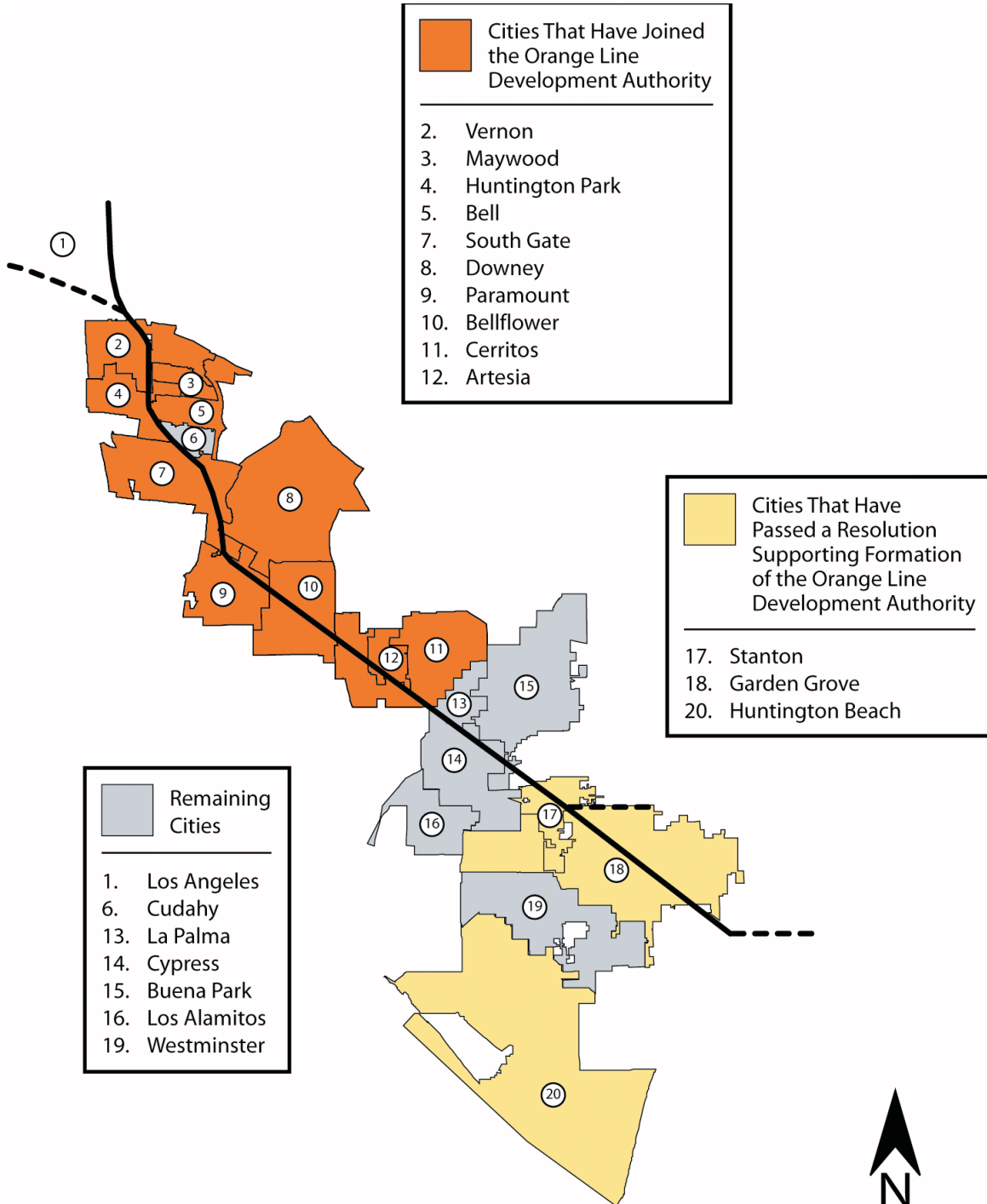


With the formation of the Orange Line Development Authority, the Orange Line project is well on its way toward deployment. The Orange Line presents a unique and cost effective opportunity to demonstrate an innovative technology and will help meet our state's growing transportation challenges. We believe this project will impart a practical solution to our inter-county and urban needs.

This packet contains:

- ◆ About the Orange Line
- ◆ Project Milestones
- ◆ Member Status
- ◆ Funding Status
- ◆ Regional Maglev System Map
- ◆ Germany and Shanghai Maglev Technologies

- February 2002* **ORANGE LINE STUDY GETS UNDERWAY**
Fifteen local cities along the former Pacific Electric Red Car corridor serving Los Angeles and Orange Counties join together to initiate a 3-month maglev feasibility study funded by the local cities with matching funds from SCAG and the Orange County Transportation Authority.
- July 2002* **ORANGE LINE STUDY CONCLUDES MAGLEV IS VIABLE AS SELF-FINANCED PROJECT**
Following the completion of the study, the Gateway Cities Council of Governments in Los Angeles County considers steps to deploy a 33-mile maglev line connecting downtown Los Angeles to central Orange County.
- October 2002* **CERRITOS INITIATES SUPPORT FOR ORANGE LINE JOINT POWERS AUTHORITY**
The Cerritos City Council unanimously approves support for the formation of a public entity that will conduct studies necessary to begin construction of the Orange Line.
- November 2002* **NINE CITIES PASS RESOLUTIONS IN SUPPORT OF ORANGE LINE**
Artesia, Bellflower, Bell, Downey, Huntington Park, Maywood, Paramount, and Stanton join Cerritos in supporting the Orange Line Development Authority.
- February 2003* **GATEWAY CITIES COUNCIL OF GOVERNMENTS SUPPORTS ORANGE LINE**
Local council representing 27 cities and 1.8 million residents in Los Angeles County is the 10th public agency to support formation of an Orange Line joint powers authority.
- TWO MORE CITIES JOIN IN SUPPORT OF ORANGE LINE**
Vernon and South Gate pass resolutions expressing support of the Orange Line.
- March 2003* **SOUTH GATE MAYOR DE LA TORRE ELECTED CHAIR OF ORANGE LINE DEVELOPMENT AUTHORITY**
Cerritos Mayor Bruce Barrows calls to order the first meeting of the Orange Line Development Authority at which South Gate Mayor Hector De La Torre is unanimously elected Interim Chair of the Authority.
- TWO MORE CITIES JOIN IN SUPPORT OF ORANGE LINE**
Garden Grove and Huntington Beach pass resolutions expressing support of the Orange Line.
- SECRETARY GALLUCCI ISSUES FORMAL REQUEST TO MEMBER CITIES TO JOIN THE ORANGE LINE DEVELOPMENT AUTHORITY, A JOINT POWERS AUTHORITY**
An invitation sent on behalf of the Authority asks for local city councils to approve entry into the Orange Line Joint Exercise of Powers Agreement.
- June 2003* **FORMAL ESTABLISHMENT OF THE ORANGE LINE DEVELOPMENT AUTHORITY**
The cities of Bell and South Gate become the first to adopt the Joint Exercise of Powers Agreement, effectively establishing the Orange Line Development Authority on June 10, 2003.
- LOCAL CITIES CONTRIBUTE FUNDS TO THE ORANGE LINE DEVELOPMENT AUTHORITY**
In a demonstration of strong support of the maglev project, the City of Cerritos becomes the first of many cities to pay its proportionate member contribution, thus establishing a fund for the Authority.
- FUNDING PROPOSAL SENT TO HOUSE OF REPRESENTATIVES**
Congresswoman Linda Sanchez submits a funding request on behalf of the Orange Line Development Authority to the House Appropriations Committee.
- LOS ANGELES TO ASSESS PARTICIPATION IN ORANGE LINE DEVELOPMENT AUTHORITY**
The Los Angeles City Council unanimously approves a motion to consider participating in the Orange Line Development Authority.
- October 2003* **GRANT APPLICATION SUBMITTED TO FEDERAL RAIL ADMINISTRATION**
A federal grant application for administrative and predeployment planning costs for the Orange Line project is submitted to the Federal Rail Administration (FRA).



At the May 1, 2003, Orange Line Development 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.

The amount of each Member's contribution thus far received by the Authority is detailed in the table below:

ORANGE LINE MEMBER CONTRIBUTIONS

City	Amount Received
City of Artesia	\$ 1,712
City of Bell	\$ 1,958
City of Bellflower	\$ 6,674
City of Cerritos	\$ 14,692
City of Downey	\$ 2,930
City of Maywood	\$ 2,000
City of Paramount	\$ 5,353
City of South Gate	\$ 8,002
City of Vernon	\$ 7,405
YTD Total	\$ 50,726

The basis for the member contribution formula were the following two factors:

- 1) a city's population, and
- 2) the number of miles of Orange Line track that go through a city.

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.

In addition to these contributions, the Authority is currently working toward obtaining funds from federal sources. Requests for the Transportation Equity Act for the 21st Century (TEA-21) reauthorization funds in the total amount of \$150 million were submitted in March 2003 to the House Appropriations Committee by Representative Linda T. Sanchez, on the Authority's behalf, for administrative and staff costs as well as consultant and engineering fees for predeployment planning of the Orange Line project. Additionally, a grant application is currently being submitted to the Federal Rail Administration (FRA).

REGIONAL MAGLEV SYSTEM



The Intra-Regional High Speed Maglev System, using magnetic levitation (maglev) technology, would connect major activity and transportation centers in Los Angeles, Orange, Riverside, and San Bernardino Counties. The Maglev System also envisions longer-term connections to San Diego, a connection between San Bernardino and Palmdale via a high desert alignment, and interlining with the proposed California High-Speed Rail System.

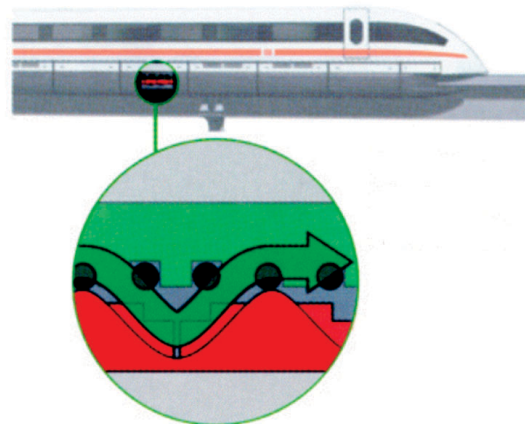
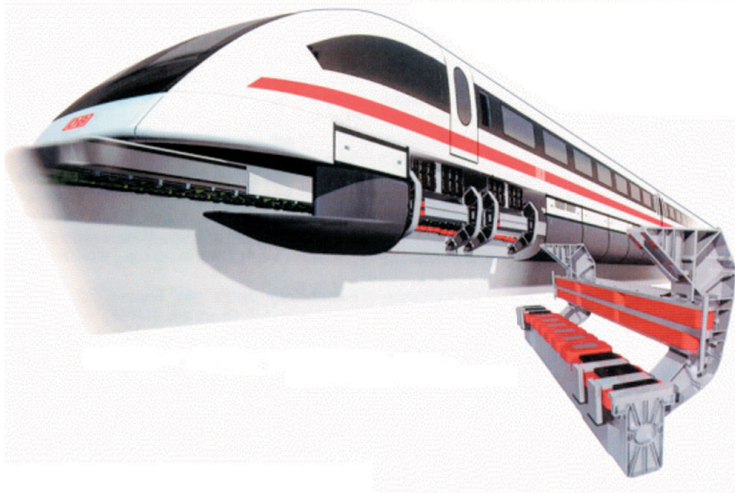
The Maglev project is a transit strategy that will increase accessibility to the region's major activity centers and provide congestion relief. When fully deployed, the Intra-Regional High Speed Maglev System could create the basis for a 50-year regional surface transportation system that could offer a functional and practical transportation alternative as significant to this region as the freeway network developed during the last 50 years.



The Transrapid maglev test facility first opened in 1984 in Emsland, Germany.



The Shanghai Transrapid Maglev Line, the world's first high-speed commercial commuter system using state-of-the-art maglev technology, has been in trial operation since January 2003.



An electric current generates a traveling electromagnetic field in the windings which pulls the vehicle along by way of its levitation magnets.