



ECO-RAPID TRANSIT

Orangeline Development Authority

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 and maximize ridership throughout Southern California.

Frequently Asked Questions

What is the Orangeline Development Authority?

Orangeline Development Authority/ECO-RAPID TRANSIT is Joint Powers Authority (JPA) comprised of 13 members, representing 12 Southern California cities, and the Bob Hope Airport in the City of Burbank. The JPA was formed to pursue development of a high speed, grade separated transit system that is environmentally friendly and energy efficient. The JPA consists of members along a former Pacific Electric right-of-way (West Santa Ana Branch) and an existing rail corridor (Antelope Valley Line between Downtown Los Angeles and Santa Clarita). The agency is in the process of assessing viable transportation enhancements to improve passenger mobility and accessibility on this corridor which extends from Artesia to Bob Hope Airport. 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, Bell Gardens, Bellflower, Cudahy, Downey, Glendale, Huntington Park, Maywood, Paramount, South Gate, Vernon and the Bob Hope Airport in the City Burbank.

What is the alignment?

The project is still in the planning stages. The southern portion of the project alignment was recently studied by the Southern California Association of Governments which looked at the feasibility of a project from Downtown Los Angeles to Santa Ana. The Los Angeles County Metropolitan Transportation Authority has plans for a technical refinement to this alternative analysis and will focus on the segment between Cerritos and Downtown Los Angeles.

Improvements in the northern corridor were recently studied as part of the Antelope Valley Line Transportation Study and are currently being studied as part of the California High Speed Rail Authority.

What are the benefits of the project?

There are many potential benefits: reduction of congestion, economic development 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 are being developed and refined as part of the on-going study.

How is the project funded?

The southern corridor is one of twelve Measure R transit projects. It currently has a \$240 million Measure R funding allocation. The northern corridor from Downtown Los Angeles to Bob Hope Airport is part of the Antelope Valley Line. Member cities contribute funds based on the number of miles of track within their city and population. ECO-RAPID TRANSIT is also exploring other funding and financing options.

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

A feasibility study is currently underway. The Measure R portion of the project from Artesia to Downtown Los Angeles is scheduled to be built by 2027.

How will station locations be determined?

Some of the corridor cities have identified potential station locations based on the existing rights-of-way while other cities are still in the planning stages for their station location.

What is the transportation technology?

The project is in the planning stages, and a specific technology recommendation has not been determined.