

**ASSOCIATION of
GOVERNMENTS**

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Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

MEETING OF THE

MAGLEV TASK FORCE

Wednesday, June 16, 2004

11:00 a.m. – 1:00 p.m.

SCAG Offices

**818 W. 7th Street, 12th Floor
Riverside B Conference Room
Los Angeles, California 90017
213.236.1800**

Agenda & Map Enclosed

NOTE:

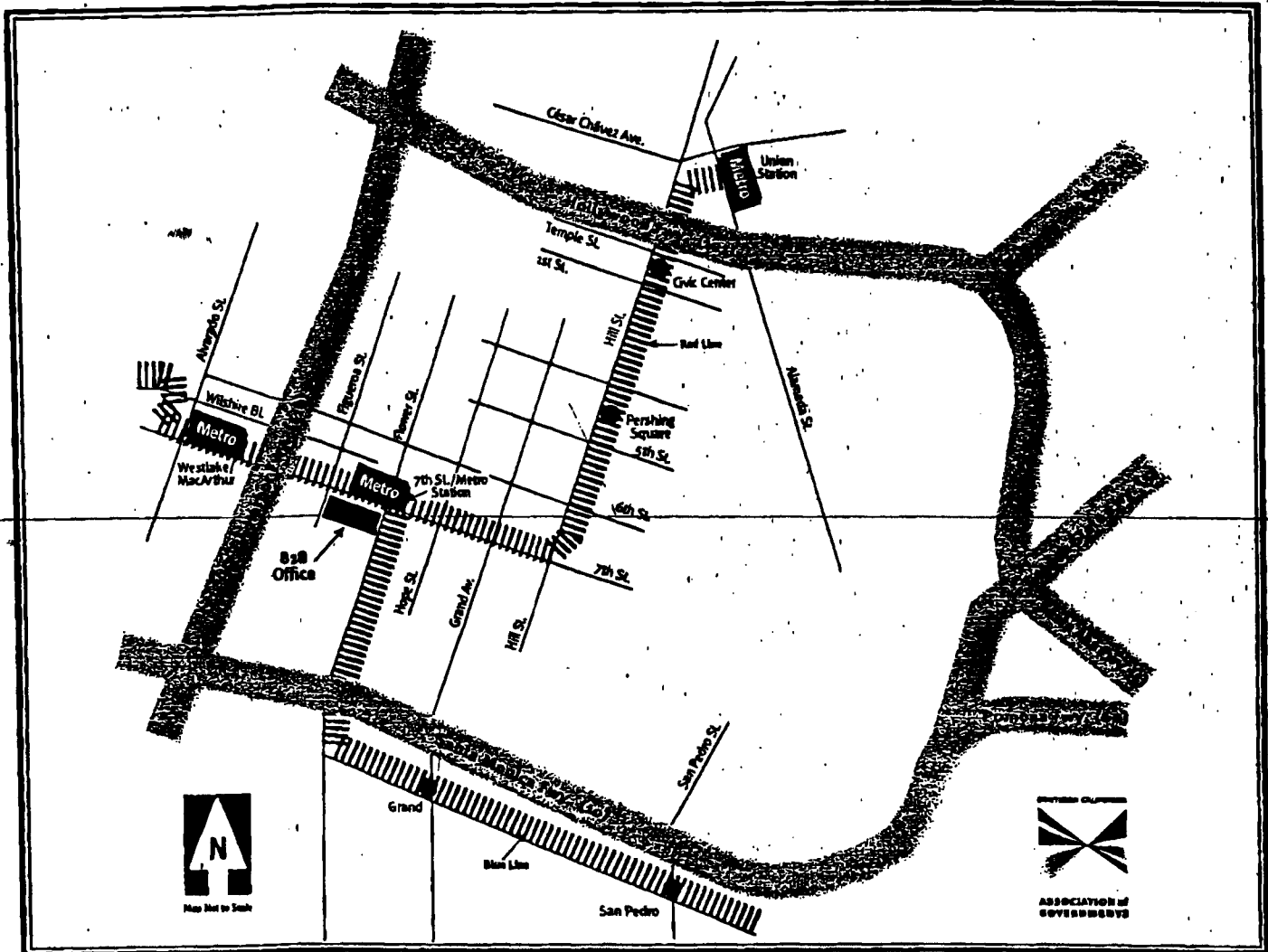
VIDEO CONFERENCE SITE AVAILABLE upon request
(Please contact **Arnold San Miguel** at 909-784-1513)

SCAG Inland Office
3600 Lime Street, Suite 216
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(909) 784-1513

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Sarah Adams at 213.236.1818 or adams@scag.ca.gov.

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How to get to the Southern California Association of Governments



To Get to the 818 Building

- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

By Transit...

- SCAG is accessible by all Metrolink Service to Union Station. Transfer to the Metro Red Line (free transfer with Metrolink ticket) and get off at 7th and Metro Station. Metro Red Line Service from Hollywood to SCAG is also available.
- SCAG is accessible by the Blue Line. Get off at 7th and Metro Station.
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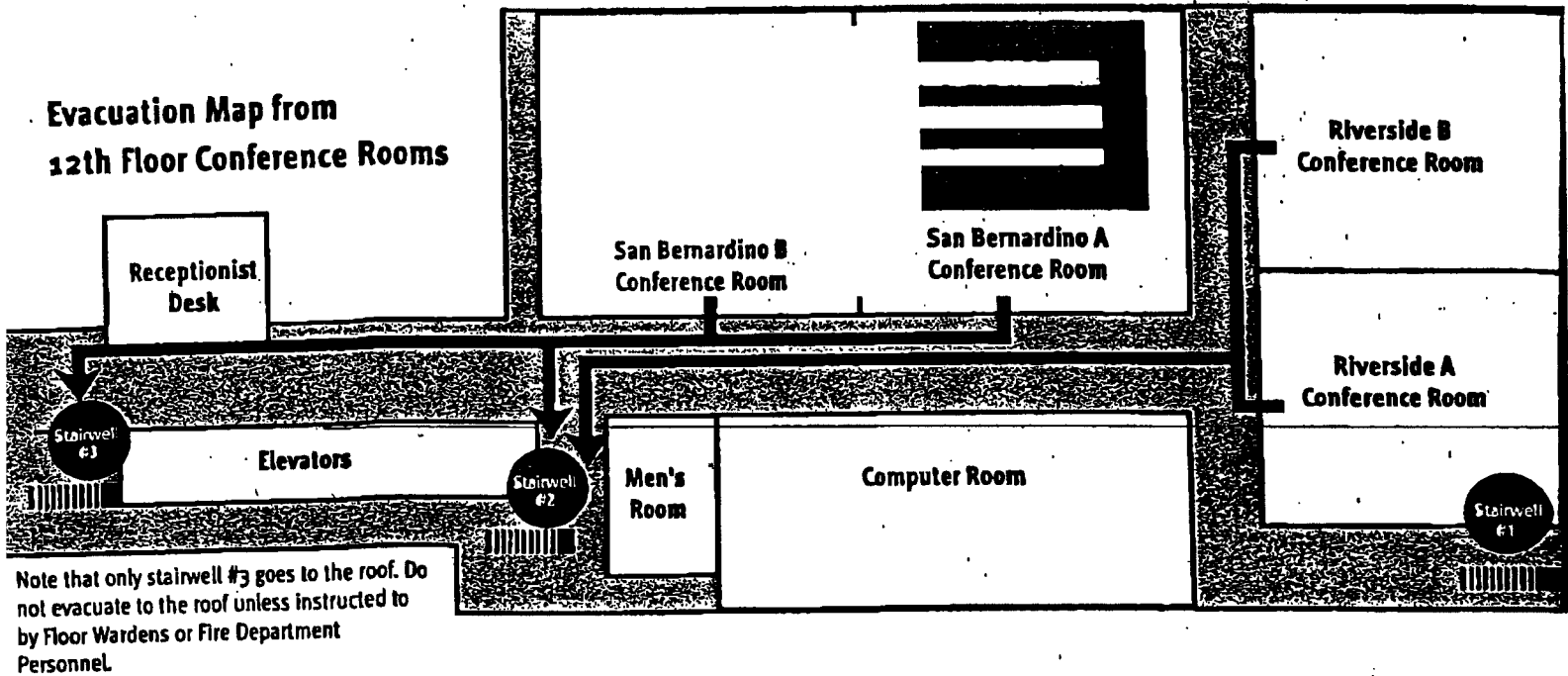
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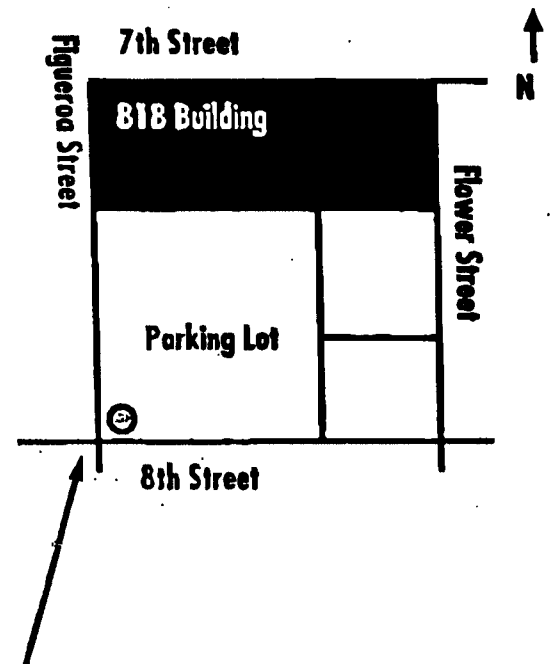
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Emergency Evacuation Procedures:

**Evacuation Map from
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- 1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.
- 2) The evacuation stairwells are shown above.
- 3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.
- 4) SCAG safety officers will be wearing an orange vest during an emergency. Please follow their instructions.



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

MAGLEV TASK FORCE MEETING

AGENDA

June 16, 2004

Item #

Speaker

1. CALL TO ORDER

2. INTRODUCTIONS AND WELCOME

Hon. Ron Bates, Chair
Maglev Task Force

3. PUBLIC COMMENT PERIOD

Members of the public wishing to speak on an agenda item or not on the agenda, but within the purview of this committee, must notify the Staff and fill out a speaker's card prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for comments to 20 minutes.

4. CONSENT CALENDAR

4.1 Summary Minutes of the May 19, 2004 Task Force meeting.

5. ACTION ITEMS

5.1 Election for new Chairman and Vice Chairman

Hon. Ron Bates

5.2 LAX/South Ground Access Study Final Report

Zahi Faranesh,
Maglev Program
Manager

5.3 July Meeting Cancellation

Hon. Ron Bates

6. INFORMATION ITEMS

6.1 City of Los Angeles Update

Zahi Faranesh,
Maglev Program
Manager

6.2 Discovery Channel Program: Seven Wonders of Engineering (Video Presentation)

Zahi Faranesh

6.3 Staff report

- Maglev meeting in Sacramento
- Allan Hoffman with Mission Group

Sarah Adams

7. OPEN DISCUSSION

Committee Members

Provide direction to staff on issues of interest for future discussion.

8. CHAIR'S REPORT

Hon. Ron Bates

9. NEXT MEETING

TBD

Item 4.1

Summary Minutes of the May 19, 2004 Maglev Task Force meeting

Summary Minutes
MAGLEV TASK FORCE MEETING
Wednesday, May 19, 2004

The Maglev Task Force of the Southern California Association of Governments held its meeting at the SCAG offices downtown Los Angeles. The meeting was called to order by the Chairman Ron Bates, City of Los Alamitos. There was a quorum

1.0 CALL TO ORDER

Chairman Bates called the meeting to order.

2.0 INTRODUCTION

Chairman Bates conducted introduction and welcome of members and audience present at SCAG's Los Angeles and Riverside offices.

3.0 PUBLIC COMMENT PERIOD

No public comments.

4.0 CONSENT CALENDAR

4.1 Minutes from the meeting of April 21, 2004 were approved.

5.0 ACTION ITEMS

No Action Items

6.0 INFORMATION ITEMS

6.1 Orangeline Presentation

Al Perdon offered some background on the formation of the Orangeline. The Gateway Cities Council of Governments (GCCOG) who commissioned a study on a segment from LA to Orange County. This study was done by IBI and was completed by April, 2002. It determined that Maglev had the potential to be a viable system on the corridor. In Feb 2003, GCCOG passed a motion in support of proceeding when the formation of a JPA. By June of 2003, the formal establishment of the JPA occurred with the cities of Bell and South Gate adopted Joint Exercise of Powers Agreement. In April 2004, the House of Representatives listed the Orangeline as a high priority project with the help of Congresswoman Linda Sanchez. Last month, the City of Palmdale elected to join the Orangeline authority.

Discussions are also underway with Lancaster, Santa Clarita, Glendale and Burbank to gauge their interest in joining the authority. Al Perdon also stated that the Orangeline is taking a very inclusive approach with corridor cities and with SCAG. He understands that the current process is to chose one segment, implement that segment and determine what steps to take next. The Orangeline Authority feels that there should be movement on multiple corridors and support of all projects moving forward. On Monday, a pre-proposal conference will be held for two RFP's, one for an environmental consultant and one for a development partner.

Chairman Bates asked if an alternative technology that may be more cost effective on that line would be precluded solely for the purpose of deploying Maglev. Mr. Perdon stated that alternative Maglev technologies would be analyzed in the upcoming environmental document, but stated that the TRI technologies have been the basis for previous studies, both for speed and for profit. He further stated that there is no consideration being given to light rail. Station locations and numbers have not been set at this point. A balance between speed, stations and ridership will have to be studied. Members also addressed the need to eliminate grade-crossings, noise.

6.3 Aviation System Plan

Andrew McKinsey with Citigroup Technologies presented the preferred aviation plan. This plan used the RADAM model and works in partnership with an independent Maglev model where individualized passenger and other assumptions can be incorporated into each model. To date and in order to calibrate the models, Citigroup Technologies has conducted 22,000 surveys on TGV in France, 15,000 along proposed Maglev lines in Eastern Europe, 48,000 on bullet trains in Japan, 12,000 on Maglev in China, 18,000 on German ICE and 97,000 in southern California. On-time arrival and reliability were shown to be important factors in consumer behavior when using maglev to catch flights. Integrated pricing strategies were also analyzed.

Mike Armstrong stated that the preferred aviation plan calls for 178 MAP. The plan was modeled without Maglev and showed only 155 MAP. This is a substantial loss in air travel and regional economic impact. Chairman Bates stated that each one million air passengers equates to about \$750 million worth of economic activity. The impact of a high-speed system is dramatic. Hasan Ikhata reaffirmed that \$600-\$750 million dollars per 1 million annual passengers are lost annually.

Maglev assists in getting the demand to airports that have available capacity. With the growth visioning forecast, the concentration of air passengers will remain in urban areas. The challenge is to get those passengers out to suburban airports. Maglev helps this by making the trip more convenient and more comfortable.

Mr. McKinsey stated that an underlying assumption of the aviation plan is that LAX would operate at its existing capacity and other airports are constrained due to physical and/or legal reasons. Palmdale Airport showed a substantial increase in demand with the Maglev system. The numbers shown in the presentation for each airport would not be realistic without Maglev. Suburban airports would remain in low demand due to low accessibility and limited air portfolios.

Conventional ground access with constraints provided a total regional market of only 140 regional passengers and provides a worst-case scenario with a shortage of approximately 30 MAP.

Miles Mitchell questioned the repeated use of the word "Maglev" as a term for a high speed ground transportation system. Chairman Bates referred to a presentation made by Alan Hoffman of Mission Group in San Diego where he concluded that there were 3 components that contribute to utilization of any form of transit. First – speed; followed by – can I get to my destination from my door; finally – cost and experience. Hasan Ikhata furthered that technology doesn't matter in this technology as long as you have the speed and stations. In this case, we used Maglev.

6.2 City of Los Angeles Update

Hasan Ikhata discussed the recent meeting of the Transportation Committee of the Los Angeles City Council where they directed both SCAG and LADOT to work together with FRA toward the Environmental Impact Study. Per the request of the Transportation Committee, SCAG submitted a letter to FRA, requesting that they be flexible in allowing us to conduct the alternative analysis early on in the scope.

Chairman Bates asked Mr. McKinsey to provide his thoughts on various high-speed ground transportation systems. Mr. McKinsey stated that RADAM analyzed Maglev, High Speed Rail and Express Trains. Maglev makes a large difference. With lower speeds, there is an exponential decrease in consumer demand. Maglev is superior in speed, accessibility, demand and competing with other modes for passengers. In looking at a TGV or ICE system, the results show dramatically lower numbers in demand, revenue and ability to harness ridership.

6.4 Draft JPA

Sarah Adams discussed the first draft of the IOS JPA, which was modeled after the Orangeline JPA agreement. The stakeholders include City of LA, LAWA, SANBAG, City of Ontario and SCAG.

Members raised concerns over whether SCAG would be legally allowed to be involved as given current bylaws. Chairman Bates suggested the main issue is an assurance that the project will continue to move forward and also asked if Caltrans should be a member.

Art Brown questioned the JPA's involvement in Maintenance of Parks and Recreation and if this could be removed or delegated to the local cities and counties. Chairman Bates suggested that a partnership be formed where the JPA can handle the airspace and the localities can maintain the ground right of way.

6.5 California High Speed Rail Comments

Sarah Adams of SCAG presented comments on the California High Speed Rail Authority's Draft Programmatic EIR/EIS. First, critical and urgent issues were listed as funding, alignments and coordination with SCAG and regional stakeholders. Under funding, existing local and state revenues are cited which are many times already obligated. Furthermore, the issuance of bonds could affect the region's ability to issue bonds for transportation projects. Finally, on operations and maintenance, the estimates used to determine that revenue would exceed operations and maintenance costs seem not to include large portions of actual operations and maintenance costs.

In relation to alignments, several alignments on the proposed high-speed rail system are very similar to those of the Maglev system being proposed in our region. This needs to be resolved very early in the process. The Regional Council took action to support the Antelope Valley alignment of the high-speed rail in December of 1995.

Finally, the need for coordination was reiterated. Importantly, in order to maintain conformity on the RTP, SCAG must ensure that it is in both environmentally constrained and financially constrained. To date, this has not been shown. Specific environmental points are then analyzed in detail throughout the remainder of the report.

Chairman Bates raised a concern that this system is taking \$37 B of potential bonding capacity out of the system in southern California and the residents of southern California (contributing to approximately 50% of the population) will be supporting probably 50% of the payments on those. There must be some demonstrations that some of the benefit (40%) from this system will be reflected in this region. In terms of economic value and we are being asked to come up with \$37B in financing that may best be spent on other capital projects in the region.

Steve addressed airport capacity and the differences between the two systems. The statewide system competes with the airports. Maglev distributes to airports within the region. He felt the tone of the letter is too confrontational. Chairman Bates felt that the letter was not strong enough.

Zahi Faranesh mentioned that we are not saying we don't want this system. We are trying to respond to the information included in the environmental document. There are additional physical problems inherent in urban heavy rail. Also, there is no way they can have a 10 minute headway and therefore cannot benefit our regional travelers. Our modeling is based on 10 minute headways. They may be able to

connect to our system at Palmdale, allowing us to better serve the southern California region.

Steve restated that recommending a connection at Palmdale is a very clean alternative that could be incorporated into our comments to the Draft EIR. It should say perhaps you should evaluate having HSR serving down to Palmdale and having us serve up to Palmdale. The Task Force agreed that this was a good idea.

Chairman Bates stated we need some assurance that this system moves forward from both ends simultaneously and closes in the middle. Based on my many years of experience working on transportation issues in CA, they will start building in the Bay area it will make it down to about Fresno and it won't make it over the Tehachapee's. Historically, look at how much money comes out of the south to pay for projects in the north.

6.6 Draft EIS/EIR Scope of Work

Zahi Faranesh discussed the second draft EIS Scope of Work, which was distributed to all stakeholders including Caltrans, FRA, Ontario and SANBAG. SCAG will be incorporating their feedback. This environmental document should be completed in two years.

Concern was raised over the short timeline for the EIR/EIS in that most take 5+ year to complete. Zahi Faranesh stated that Baltimore/Washington completed their environmental documents in 1 year. So, although there are projects that take incredibly long periods of time, certain projects can be expedited. It was noted that the timeline is almost solely contingent on getting the needed funding.

7. OPEN DISCUSSION

Sarah Adams announced an additional California High-Speed Rail Authority public briefing on June 23, 2003 at MTA headquarters.

Sarah also notified the task force of a program aired on the Discovery Channel featuring Maglev, and it will be shown at the Maglev Task Force Meeting.

Lou Bone and Chairman Bates requested staff follow up on a meeting with the Governor's Office in Sacramento.

8. CHAIR'S REPORT

Chairman Bates instructed staff to contact Allan Hoffman to make a presentation.

9. NEXT MEETING

June 16, 2004

ATTENDANCE LIST (FROM SIGN-IN SHEETS)

Members Present:

| | |
|--------------------------------------------------------|------------------------------|
| Hon. Ron Bates, Chair | City of Los Alamitos |
| Hon. Art Brown | City of Buena Park |
| Hon. Lou Bone | City of Tustin |
| Hon. Cristina Madrid | City of Azusa |
| Hon. Frank Gurule | City of Cudahy |
| Hon. Christine Barnes | City of La Palma |
| Hon. Keith McCarthy | City of Downey |
| Hon. Greg Pettis | Mayor Pro Tem Cathedral City |
| *Hon. Alan Wapner | City of Ontario |
| Mr. James McCarthy | Caltrans District 7 |
| Mr. Warren Weber | Caltrans Rail |
| (*Attended via video-conference from Riverside office) | |

Guests:

| | |
|--------------------------------------------------------|----------------------------------|
| Ed Edelman | Consultant |
| Steve Lantz | SCRRA |
| Matt Levy | City of LA – Council D4 |
| Steve Smith | SANBAG |
| Vasken Yardemian | SCAQMD |
| Richard Marcus | OCTA |
| Shefa Bhuiyan | Caltrans District 8 |
| Armen Hovanesian | LADOT |
| Miles Mitchell | LADOT |
| Sharad Mulchand | MTA |
| Frank Sherkow | Aztec Engineering |
| George S. Irwin | OmniRail |
| Bill Cohen | Katz, Okitsu & Associates |
| Albert Perdon | Orangeline Development Authority |
| Emma Schafer | Schafer Communications |
| Peter Force | Transit Coalition |
| *John Sullivan | City of Ontario |
| (*Attended via video-conference from Riverside office) | |

SCAG Staff:

Zahi Faranesh
Sarah Adams
*Mike Ainsworth
(*Attended via video-conference from Riverside office)