

**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, April 21, 2004
11:00 a.m. – 1:00 p.m.**

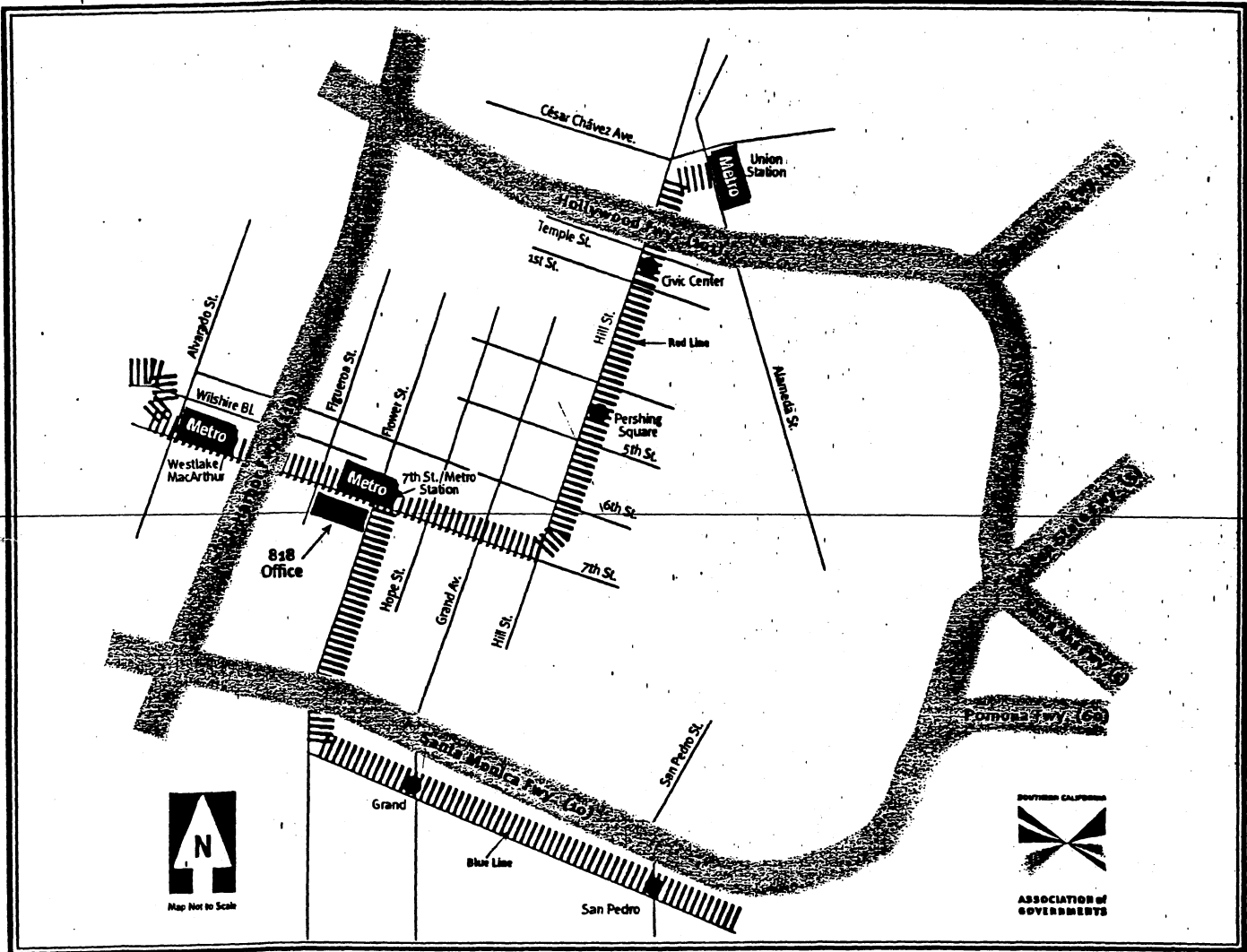
**SCAG Offices
818 W. 7th Street, 12th Floor
Riverside B Conference Room
Los Angeles, California 90017
213. 236.1800**

Agenda & Map Enclosed

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.

SCAG, in accordance with the American with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1800 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1800.

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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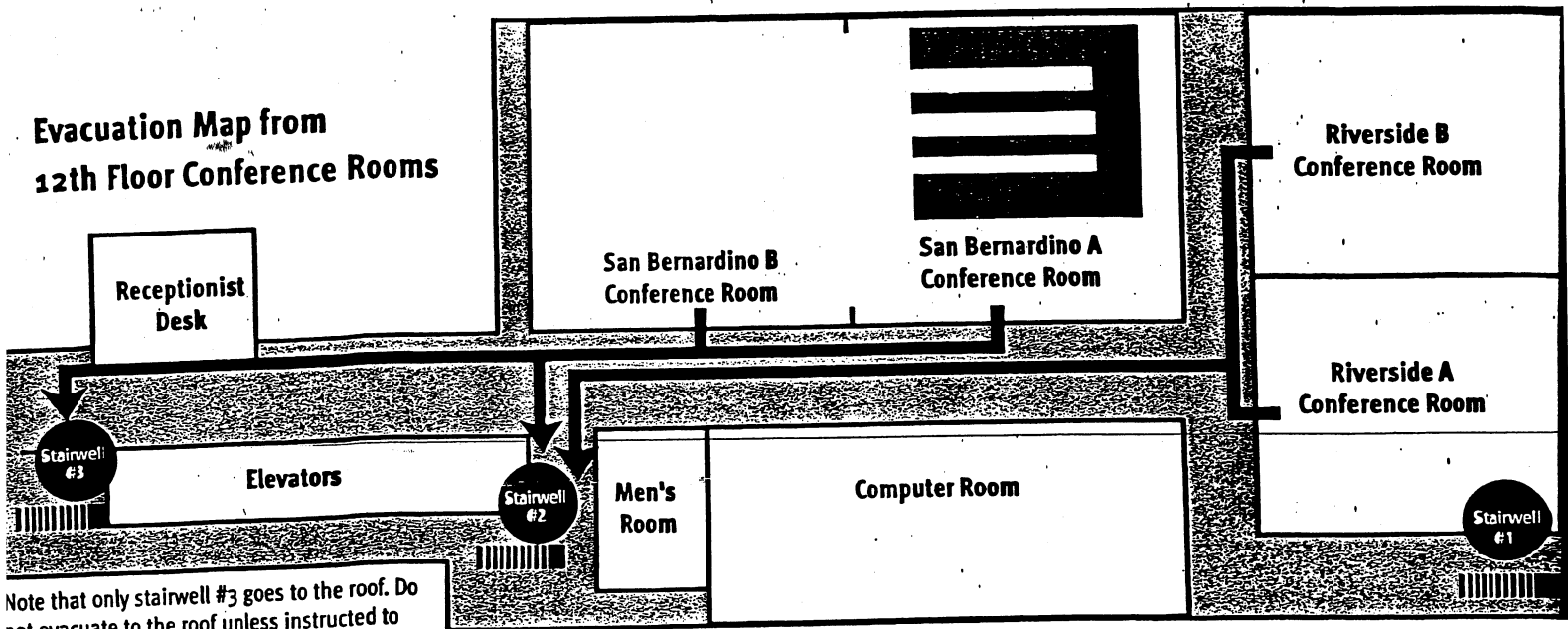
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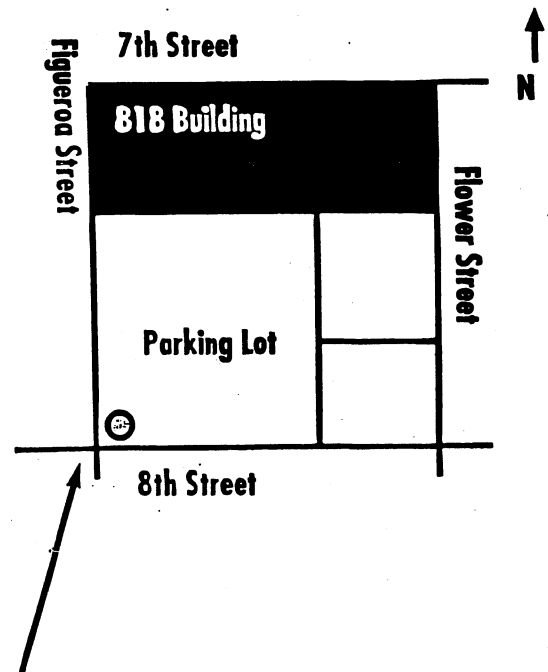
Emergency Evacuation Procedures:

Evacuation Map from 12th Floor Conference Rooms



Note that only stairwell #3 goes to the roof. Do not evacuate to the roof unless instructed to by Floor Wardens or Fire Department Personnel.

- 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**

Wednesday, April 21, 2004

11:00am – 1:00p.m.

SCAG Offices

**Riverside B, 818 West 7th Street, 12th Floor
Los Angeles, CA. 90017**

ITEM:

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 March 17, 2004 Task Force meeting.

5. ACTION ITEMS

No Action Items

6. INFORMATION ITEMS

6.1 LAX/South: Final Report and Next Steps

**Zahi Faranesh,
Maglev Program
Manager**

**6.2 Stakeholders meeting on IOS Deployment
(SCAG, LADOT, City of Ontario, SANBAG)**

Zahi Faranesh

6.3 DEIS Scope of Work for the IOS

Zahi Faranesh

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

May 19, 2004

Item 4.1

Summary Minutes of the March 17, 2004 Maglev Task Force meeting

Summary Minutes
MAGLEV TASK FORCE MEETING
Wednesday, March 17, 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 present at SCAG and Riverside offices and present audience.

3.0 PUBLIC COMMENTS

No public comments.

4.0 CONSENT CALENDAR

Minutes from the meeting of February 18, 2004 were approved with the following insertion amendments:

Riverside Attendance

Hon. Lawrence Dale	City of Barstow
Hon. Ron Roberts	City of Temecula
Hon. Alan Wapner	City of Ontario
John Sullivan	City of Ontario
Arnold San Miguel	SCAG

Los Angeles Attendance

Ed Edelman	SCAG
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5.0 ACTION ITEMS

5.1 LAX/South Study Final Presentation on Selection of Alternatives

Tim Baldwin of URS briefly introduced the draft final report.

In the report, the recommended alignment is shown as Option 4. This alignment encompasses the recommendations of the committee for additional branches. Any one of the segments can be built in different time periods depending on ridership and fund availability. This combination of alignments provides the best ridership and revenues of any alignment shown in this analysis.

Chairman Bates asked how this alignment compared to LAUPT with Palmdale and with the LAX to March segments. Tim responded that URS did a comparison with LAX-Palmdale on capital

costs. LAX-South alignment was \$104 million/mile. LAX-Palmdale was approximately \$112-115 million/mile. The ridership numbers are in the report. Payback period for LAX/South was 40 years. Palmdale was about 40-45 because the total costs were higher due to the terrain and length. Chairman Bates asked if a longer bonding period is workable on such a large capital investment project. Tim offered a possibility of building in segments to bring the initial costs down. Option 1 from LAUPT through LAX to Irvine was \$7.8 billion and 202,000 riders. By adding one leg, Option 2, the route from Seal Beach to Anaheim, the ridership jumps to 239,000 and only adds \$1.5 billion in cost for that segment. So, its finding those increments for ridership versus those cost increments that might get you down to a more manageable debt level.

Richard Marcus provided comments from OCTA staff regarding the LAX/South alignment. OCTA supports the general proposal of the LAX/South alignment. However, the alignment that runs from the ITC through Santa Ana to Anaheim overlays the Metrolink corridor and must be coordinated with such long range plans on that route. A Commuter Rail Strategic Assessment Study in coordination with RCTC, Caltrans, LACMTA and SCRRA will be completed in April 2004. At this time, the region should not preclude any results from this strategic assessment. OCTA would like to have this link represented as a dotted line and be a proposed segment for further study.

Secondly, the spur along SR-22 between Anaheim and Long Beach creates further challenges. OCTA, recently, sponsored an MIS study of SR-22 on the 12-mile \$400 million widening project. OCTA staff considers it too late to change the footprint of this project and feels that any change in scope would have negative impacts on the delivery timelines. OCTA suggests that this segment also be noted as a conceptual corridor for further study.

Chairman Bates questioned what we could do now to make sure that the potential for Maglev column footprints is included during the designs for SR22. Art Brown has been working closely on design build of SR22 with OCTA. He suggested having someone look at it, see what is needed and come back to this committee with a recommendation. Richard stated that OCTA does not want to preclude Maglev in that corridor and would be amiable to a review of needs and resources.

Frank Sherkow offered that this segment was done, late, in order to avoid an overlay of a Maglev route that went directly from John Wayne Airport to Anaheim. All these options have some serious alignment and engineering analysis yet to do. With SR22, there is a set of plans to look at and active participants with present day knowledge. This would be a great opportunity to work with them on our ROW needs.

A question was raised regarding the column sizes need for Maglev guideway. Much of the ROW needs depend on the column footprints. Response was given that column diameter depends on soil type (sandy soil requires larger columns) and height of the guideway (higher guideways require larger columns). In this corridor columns may be in the 12-16ft range, but many variable can change these estimations. Zahi reaffirmed that this detailed analysis will take place during the preliminary engineering phase of the project.

Keith McCarthy mentioned ES13 and the listing of benefits of Maglev over HSR. One of the primary advantages Maglev has is the elimination of the grade crossings. Another major advantage that is not listed is the ability of Maglev to accelerate and decelerate. Additionally, he requested further explanation on the decision making for these segments. Chairman Bates explained that much of the northern route was contemplated prior to the Orangeline and these two

segments would parallel each other. The Orangeline is part of the RTP. This process should be articulated in the report, including the Metrolink overlap.

In the final summary there is no reference for the northern alignment. Tim Baldwin mentioned the summary in Chapter 8 (ES20) explaining the recommendation for the southern alignment, including the discussion about least overall competition with other corridors, esp. Metrolink and the Orangeline.

Keith also mentioned that he would like to see the comparative benefits of this line with other lines, as was done prior with all the segments on the system. Zahi mentioned there was discussion at the last meeting on updating the comparison chart once the LAX-South study is finalized. At this point, we are not comparing LAX-South with other lines; each line is independent. When we were discussing which segment of Maglev we should start first, we did the original comparison chart and the IOS showed the highest cost/benefit ratio. This is the segment the RC decided to begin with.

Action Taken. Chairman Bates stated that the motion is to accept the final report with the additions noted by Keith emphasizing Option 4 as recommended in the study with the caveats that the conceptual approval for the link between ITC and Anaheim and Santa Ana and the 605/405 interconnect along SR-22. Art Brown motioned. Steve Lantz seconded. There was no further discussion and motion carried.

A comment was added that, given the recent public transportation bombings in Spain, we need to concentrate on what kind of security we will need to use in this area both at the stations and on the system as a whole.

6.0 INFORMATION ITEMS

6.1 Action by the City of Los Angeles Transportation Planning Committee

Zahi Faranesh reported on action by the City Council. On February 25 the Transportation Committee for the City of LA unanimously supported an action that was submitted to the City Council. Yesterday, the Los Angeles City Council unanimously supported this action by a vote of 14-0. The action follows:

The Los Angeles City Council agreed unanimously yesterday to support the City's Transportation Committee recommendations relative to the City becoming a participant and taking a lead role in the proposed Maglev Deployment program. The Council action was on the following recommendations:

1. SUPPORT the City of Los Angeles' interest in participating in the Southern California Association of Governments (SCAG) JPA for Maglev High Speed Rail.
2. REQUEST the Chief Legislative Analyst (CLA) to research all funding sources, including Proposition A, to provide the matching funds requested by SCAG for their Maglev project should the Los Angeles World Airport be unable to fund the entire amount.

3. INSTRUCT the Department of Transportation (DOT) to begin negotiations with SCAG on Major Investment Study (MIS) issues the City would like as part of the initial study done by SCAG, including how the City would be participant, and report back to the City Council after those negotiations.
4. REQUEST that SCAG notify affected Neighborhood Councils of the proposed Maglev high-speed rail project and solicit resident input.

Ed Edelman reported that the City unanimously voted to participate in the Maglev study involving San Bernardino, Ontario and SCAG. However, it takes the Mayor's consent and finding money. But it clearly sends a message that the City's policy makers are interested in participating in this SCAG effort. Now, we have to meet with LADOT and the Mayor's office to answer questions and concerns raised by staff.

Mark Pisano added that the City directed SCAG, Ontario and LA to work together to form an entity to carry out deployment of this effort. Chairman Bates added that any expertise and help we can give this JPA in how they form is probably going to directly relate to its success. Mark responded that we, as a regional organization, want to partner with the JPA formation to help its success. Additionally, the City Council applauded the Task Force and this organization for laying out the regional framework.

Comments were added that we should include a member of LA City Council as a member of the Task Force. These letters should be addressed the President of the Council (Padilla) and Chair of the Transportation Committee (Villaraigosa).

6.2 FY2005 Federal Transportation Appropriations request for Maglev

We have submitted the Maglev appropriations requests to Senator Boxer and Senator Feinstein. The document reads, "To continue development of the Maglev IOS with Ontario Airport and West Los Angeles including preliminary engineering and environmental studies." The request amount was \$9.6 million assuming a 20% match of \$1.9 million, totaling \$11.5 million.

Right now we are in the process of working with Rep. Dianne Watson's Office and Rep. Roybal-Allard's Office on a champion in the House. There is a chance that Roybal-Allard's office may carry it for us.

Steve Lantz expressed concern over additional match and where it would be coming from. Zahi explained that we would be pursuing this match once we get the money. Mark added that during the original requests for match, each entity was told of the total expected cost of Phase 2, so they realize that we may be coming back to ask for more match funding. Chairman Bates asked staff to identify where the money could best be spent to advance the Maglev projects and discuss this at our April meeting.

7.0 OPEN DISCUSSION

The LA Time article was discussed and it was mentioned that SCAG should echo the remarks made by this article.

Chairman Bates mentioned that on April 14, 2004 there is a briefing in Sacramento and Maglev should be included in that briefing.

8.0 CHAIR'S REPORT

9.0 NEXT MEETING

April 21, 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. Keith McCarthy	City of Downey
Hon. Gene Daniels	City of Paramount
James McCarthy	Caltrans
Steve Lantz	SCRRA
*Hon. Alan Wapner	City of Ontario

(*Attended via video-conference from Riverside office)

Guests:

Ed Edelman	Consultant
Frank Sherkow	Aztec Engineering
Eran Melamud	IBI Group
Shefa Bhuiyan	Caltrans District 8
Nancy Pfeffer	Urban Dimensions
Robert Leabow	The Transit Coalition
Dermnis Lytton	The Transit Coalition
Sharad Mulchand	MTA
Stacy Alameida	MTA
Peter Force	Friends for Expo
David Kennedy	MMA
Emma Schafer	Schafer Communications
Richard Marcus	OCTA
Earnest Lopez	SCAQMD
Tim Baldwin	URS Corporation
Jose Andrale	Resident of L.H.
*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)

ATTACHMENT

REVISED ATTENDANCE LIST

**Maglev Task Force Meeting
February 2004**

**ATTENDANCE LIST
(FROM SIGN-IN SHEETS)**Members Present:

Hon. Ron Bates, Chair	City of Los Alamitos
Hon. Lou Bone	City of Tustin
Hon. Cristina Madrid	City of Azusa
Hon. Christine Barnes	City of La Palma
Hon. Gregory Pettis	City of Cathedral City
Hon. Frank Gurule	City of Cudahy
Hon. Keith McCarthy	City of Downey
Hon. Cathryn DeYoung	City of Laguna-Niguel
Hon. Gene Daniels	City of Paramount
*Hon. Lawrence Dale	City of Barstow
*Hon. Ron Roberts	City of Temecula
*Hon. Alan Wapner	City of Ontario

(*Attended via video-conference from Riverside office)

Guests:

Ed Edelman	Consultant
Frank Sherkow	Aztec Engineering
Pat Tomcheck	LAWA
Miles Mitchell	LADOT
Shefa Bhuiyan	Caltrans District 8
Nancy Pfeffer	Urban Dimensions
Sandra Balmir	FHWA/FTA
Bart Reed	The Transit Coalition
James McCarthy	Caltrans
Sharad Mulchand	MTA
Emma Schafer	Schafer Communications
Richard Marcus	OCTA
Bruce Barrows	Lockheed Martin
Mike Stevens	Los Angeles County
Earnest Lopez	SCAQMD
Tim Baldwin	URS Corporation
Steve Lantz	SCRRA
*John Sullivan	City of Ontario

(*Attended via video-conference from Riverside office)

SCAG Staff:

Zahi Faranesh
Sarah Adams
David Huang
Naresh Amatya
Don Rhodes
*Arnold San Miguel
(*Attended via video-conference from Riverside office)