

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

**Main Office**

818 West Seventh Street  
12th Floor  
Los Angeles, California  
90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

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**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

## MEETING of the

# MAGLEV TASK FORCE

**Thursday, October 12, 2006  
10:00 a.m. – 12:00 p.m.**

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

## Agenda Enclosed

TENTATIVE video conference site available:

Ontario Convention Center  
Meeting Room 205  
2000 E. Convention Center Way  
Ontario, CA 91764

Video conference availability will be confirmed via separate notice on or before Monday, October 9, 2006.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Philip Law at 213.236.1841 or [law@scag.ca.gov](mailto:law@scag.ca.gov).

SCAG, in accordance with the Americans 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) 236-1868 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) 236-1868.

DOCS# 126390v2

# MAGLEV TASK FORCE

## AGENDA

	<i>PAGE #</i>	<i>TIME</i>
<b>1. CALL TO ORDER</b>		
<b>2. INTRODUCTIONS AND WELCOME</b>	<b>Hon. Robin Lowe, Chair</b>	
<b>3. PUBLIC COMMENT PERIOD</b>		
<b>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.</b>		
<b>4. CONSENT CALENDAR</b>		
<b>4.1 Summary Minutes of the September 11, 2006 Task Force meeting</b>		
<b>5. INFORMATION ITEMS</b>		
<b>5.1 Update on Shanghai Trip</b>	<b>Philip Law, SCAG</b>	<b>6</b>
<b>5.2 Update on Maglev Accident in Germany</b>	<b>Philip Law, SCAG</b>	<b>12</b>
<b>5.3 System Design Status Report</b>	<b>Philip Law, SCAG</b>	<b>14</b>
<b>6. OPEN DISCUSSION</b>	<b>Committee Members</b>	
<b>Provide direction to staff on issues of interest for future discussion.</b>		
<b>7. CHAIR'S REPORT</b>	<b>Hon. Robin Lowe, Chair</b>	
<b>8. NEXT MEETING</b>		
<b>Thursday, November 9, 2006</b>		

**Summary Minutes**  
**MAGLEV TASK FORCE MEETING**  
Monday, September 11, 2006

The Maglev Task Force of the Southern California Association of Governments held its meeting at the Los Angeles SCAG offices.

**1.0 Call to Order**

Vice Chairman Lou Bone called the meeting to order. There was a quorum.

**2.0 Introduction**

Vice Chairman Lou Bone conducted introductions and welcome of members and audience present at SCAG's Los Angeles and Riverside offices.

**3.0 Public Comment Period**

Mr. Don Kornreich of Laguna Woods spoke in support of the Maglev Transit System. Mr. Kornreich had also previously sent a detailed e-mail to several SCAG Directors and RC members, that outlines more specifically why he supports the Maglev.

**4.0 Consent Calendar**

Minutes from the meeting of July 13, 2006 were approved.

**5.0 Action Items**

**5.1 Approve the Draft Reports on Preliminary Engineering for IOS**

Hasan Ikhata, SCAG, introduced this item and commented on the significance of the completion of the preliminary engineering for the IOS, a critical milestone for SCAG's Maglev program. Next, David Chow, IBI Group, provided an overview of the reports and findings. There are six milestone reports which were posted on SCAG's website and provided to Maglev Task Force Members on CD. The reports detail the engineering and design of three alignment options connecting West Los Angeles, Union Station, the San Gabriel Valley, and Ontario Airport. The reports also detail proposed station locations and concepts and cost estimates. Mr. Chow stated that the estimated cost for the IOS was \$7.8 billion (I-10 alignment). This cost figure has increased from previous estimates of \$5.5 billion due to a number of factors, including the conversion from year 2000 dollars to year 2006 dollars, as well as recent significant increases in the cost of materials (by 50% to 100%) and the cost of labor (by 28% to 50%).

There were several questions from the committee members. It was asked what the recovery period would be for the revenue to pay for the system. Mr. Chow replied that we will have a more detailed answer within the next two months from the work currently being done on the Maglev System Design, which is a separate study under way by SCAG. Next, there was some discussion about potentially locating the decentral maintenance facility near LAX. Mr. Chow indicated that this facility could potentially be located anywhere along the alignment.

In response to a question about power stations, Reed Tanger, TRI-USA, stated that power stations are assumed every 20 to 25 miles along the alignment, and they are accounted for in the preliminary engineering work. The assumption is that we would just be “plugging in” to the existing power system.

The Task Force approved the six milestone reports on preliminary engineering for the IOS.

## **6.0 Information Items**

### **6.1 Proposed Interim Joint Powers Agreement to Conduct High Speed Rail Planning**

This item was pulled from the agenda.

## **7.0 Open Discussion**

IBI was thanked for delivering the statistical information (on the CD) and in the presentation given by David Chow.

Philip Law, SCAG, and Reed Tanger, TRI-USA, reported on the fire on the Maglev train in Shanghai that took place on August 11, 2006. Philip Law had previously sent out an email on this. Smoke was detected in the train as it was leaving Longyang Road station. The train was evacuated and safety procedures were followed. The investigation is focusing on the electrical system and the battery. The train was moved one kilometer away from the station so that the fire department and emergency personnel would have better access to the fire which was in the undercarriage area.

David Chow gave a brief overview of the delegation’s trip to Shanghai in July. Mayor Pro Tem Mike Touhey of West Covina, who was also a member of the delegation, elaborated on the trip. Mr. Touhey stated that the trip was enjoyable, and that the Maglev ride was an unbelievable experience. On a different day, the delegation went outside to listen to the noise level of the Maglev and to determine how that would affect the lives of our residents. Mr. Touhey felt this was an invaluable experience as it was not something that could be experienced on TV or could be read about. He felt the noise levels would be acceptable to our residents.

He said going that fast on the train was amazing, that he did not feel the speed of the train while riding, and that the ride was so smooth, a cup of coffee without a lid would not have spilled.

Mr. Touhey said the trip was a great experience and thanked the Task Force for allowing him and the Mayor of West Covina to attend. Mr. Touhey was asked to compare his perception of the Maglev before the trip and afterwards. Mr. Touhey stated that initially he had voted against having the Maglev in our region, but that a year ago, he voted in favor of it. He reported that the Westfield Mall has come on board as it is perceived as a major asset for them. He stated that he was a naysayer three years ago, and is now a proponent after having realized that local businesses wanted the Maglev. Foothill Transit has bought the property next to the mall where the proposed Maglev station will be, and they are building a 500-1,000 car time transfer station and their corporate headquarters will be adjacent to the station. If the Maglev goes both east and west, this will tie in the city hall offices of West Covina, the county courthouse and offices, and the Foothill station. Mr. Touhey said that at a public meeting, the local mall said it would be willing to level the current mall and rebuild to incorporate the Maglev.

Mr. Touhey was asked what the noise level was like, and he stated that the level of noise was less than that of a diesel truck. Mr. Touhey was also asked if anyone was there in Shanghai who had also been to Germany who could compare the two. David Chow reported that he had been to both locations. He said that the ride in Shanghai was not quite as smooth due to ground settling and poor soil quality, but that the noise levels were virtually the same and quieter than the noise from our freeways. It was noted that President Burke will update the RC on this trip on September 14.

## **8.0 Chair's Report**

No chair's report.

## **9.0 Next Meeting**

The next Maglev Task Force Meeting will be held on October 12, 2006, at SCAG offices in Room Riverside B at 10 a.m.

**ATTENDANCE LIST  
(FROM SIGN-IN SHEETS)**

Members Present:

Hon. Lou Bone, Vice Chair	City of Tustin
Hon. Lawrence Dale	City of Barstow (videoconference)
Mr. Rick Deming	Caltrans/Div. of Rail
Hon. Chris Barnes	City of La Palma
Mr. Ron Bates	City of La Habra Heights
Hon. Frank Garule	City of Cudahy
Hon. Alan Wapner	City of Ontario (videoconference)

Guests:

David Chow	IBI Group
Marc Cooley	IBI Group
Aileen Kenney	Caltrans – District 12
Don Kornreich	Laguna Woods
Manny Leon	City of Riverside (videoconference)
James McCarthy	Caltrans
Miles Mitchell	LA DOT
Bart Reed	The Transit Coalition
Reed Tanger	TRI-USA
Hon. Mike Touhey	City of West Covina
John Sullivan	City of Ontario
Phyllis Winger	City of Los Angeles

SCAG Staff:

Pria Hidisyan  
Hasan Ikhata  
Philip Law  
Rich Macias  
Mark Pisano  
Anthony Pjunno  
Faith Truax

# MEMO

## ITEM 5.1

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**To: Maglev Task Force Members**

**From: Philip Law, SCAG**

**Date: October 12, 2006**

**RE: Update on Shanghai Trip**

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SCAG sent a delegation of elected officials to experience the only Maglev line in commercial operation in the world in Shanghai, China, on July 17-19, 2006. Mr. David Chow, IBI Group, also participated and will provide a verbal report to the Task Force.

The following summary of the trip was provided to the Regional Council at their September 14 meeting.

## Shanghai Maglev Delegation Summary

Monday, July 17, 2006 – Wednesday, July 19, 2006

### Delegates:

#### County of Los Angeles

Yvonne B. Burke – Los Angeles County Supervisor – 2<sup>nd</sup> District

#### City of Los Angeles

Bernard C. Parks – Councilmember, City of Los Angeles – 8<sup>th</sup> District

Bill Rosendahl – Councilmember, City of Los Angeles – 11<sup>th</sup> District

Greig Smith – Councilmember, City of Los Angeles – 12<sup>th</sup> District

Gerry F. Miller – Chief Legislative Analyst, City of Los Angeles

#### City of Torrance

Paul Nowatka – Mayor Pro Tem, City of Torrance

#### City of West Covina

Steve Herfert – Mayor, City of West Covina

Mike Touhey – Mayor Pro Tem, City of West Covina

#### City of San Gabriel

Harry Baldwin – Councilmember, City of San Gabriel

#### City of Ontario

Alan D. Wapner – Mayor Pro Tem, Ontario

#### Pechanga Tribe

John Palinkas – Pechanga Tribe of Luiseño Indians

### Staff:

Jim Gosnell, Deputy Executive Director

### Others:

Walter Buss, President – Transrapid USA

David Chow, Director – IBI Group

Chris Robert, Principal – The Robert Group

Laura Muna-Landa, Senior Associate – Arellano Associates

### Highlights of Delegation Activities

- Tour and general overview of City of Shanghai, China
- Understanding of the magnitude and scale of urban planning in Shanghai

- Meeting with Deputy Secretary General of Shanghai, Shen Jun and other city officials
- Meeting with Commander Wu, Director of the Shanghai Maglev Transportation Engineering R&D Center in charge of the design and construction of the Shanghai Maglev System. Prior to the maglev project, Commander Wu was the Project Director for the design and construction of the Pudong International Airport.
- Understanding of the Chinese application of the maglev technology
- Understanding of the future extension plans for the Shanghai system

### Sunday, July 16

Arrival in Shanghai, China and first hand experience of riding maglev as a regular airport passenger.

### Monday, July 17

Organized tours of the City of Shanghai for an understanding of the urban planning context, cultural history, and scale of development currently undergoing in Shanghai. Highlights include:

- Jin Mao Building, tallest building in China, third tallest in the world
- Huangpu river tour
- Jade Buddha Temple, a key cultural and architectural edifice
- Visit to the Bund, European colony within Shanghai which has been maintained through the cultural revolution.

### Tuesday, July 18

Visit to the Shanghai Urban Planning Exhibition Center and meeting with the Deputy Secretary General of Shanghai, Shen Jun and Deputy Director of the Shanghai Urban Planning Administration Bureau, Wu Jiang.

#### *Topics of Discussion with Deputy Secretary General*

- Reason for technology selection for Shanghai, China
  - High/next generation technology and availability
  - High Speed/Ride Comfort
- Overview of existing maglev system

- 19 mile, double-track project connecting Shanghai to the new Pudong International Airport
  - World's first commercial application of high-speed maglev.
  - Peak operating speed of 267 mph, each one-way trip has a duration of less than eight minutes.
  - System has been operating in revenue service seven days per week since 2003 and has seen more than 7.5 million passengers to date
- Two year schedule for the planning design, and construction of the starter system from conception to opening day.
  - The current termination of the starter system at Long Yang Road was designed to allow intermodal transfer to the City's subway station.
  - The system is now in the planning stages for an extension to connect Shanghai to Hangzhou in the south
    - The system will extend approximately 110 miles with a speed of approximately 280 mph and 40 minutes travel time.
    - Stops will include the 2010 World Expo site, the Shanghai South Railway Station, the Shanghai Hongqiao International Airport – (fulfilling an airport connector role), the City of Jiaying and the City of Hangzhou
- The plan is to have the system operational in time for the 2010 World's Expo in Shanghai.
  - The extension will allow more Chinese development of maglev components based on the German TRI technology.
  - This will include the development of vehicle bodies, stator packs, and certain control system components.
  - Additional refinements to be conducted by the Chinese will include
    - Guideway structures
    - Vehicle bodies to increase aerodynamic performance and decrease air friction noise
- Summary of the cost to build the Shanghai system was shared but is not directly applicable for US cost comparisons due to base material and labor cost differences.
  - Exchange of Delegation Gifts and Photo Opportunity

### *Visit with Shanghai Urban Planning Exhibition Center*

- Summary presentation on the current and future City of Shanghai using a scale model with a focus on existing and future developments in the City
- Computer simulation tour of the key infrastructure to be built in the City within the next 10 years including airport expansion, elevated freeway systems, transit enhancements, significant buildings and maglev extension.
- Hosted discussion with question and answer session on the development plans for the City of Shanghai.

### **Wednesday, July 19**

Focus day on the Shanghai maglev system. The maglev system tour consisted of the following key events:

- Presentation and meeting with Commander Wu and key technical staff
- Travel to Long Yang Road (LYR) maglev station exhibition hall and operation control center visit
- Visit maglev station at LYR
- Maglev ride LYR–Pudong International Airport (PIA)
- Visit maglev station at PIA
- Maglev ride PIA–LYR
- Drive along the maglev guideway and stop–off to experience maglev “fly–by” at 150 mph and 250 mph.

### *Topics of Presentation by Commander Wu*

- Overview of Maglev system
- Technology of Maglev system
- Safety of Maglev system
  - Chinese and German officials conducted numerous safety tests by rigorously testing the construction and assembly of the guideway, electromagnetic system and vehicle control system, as well as the safety measures, emergency management system, passenger service system and environmental impact, etc. during the safety test period. The result was the compilation of 300 documents assessed by safety experts. They came to the main conclusion that the maglev system developed in Germany and mutually completed

by German and Chinese engineers had attained full technical maturity and was not only completely functional, reliable, and safe in every situation, but also capable of competing economically with all existing high-speed steel-wheel transit systems.

*Presentation by David Chow*

- Overview of SCAG Initial Operating Segment (IOS), maglev system proposed in Southern California
- Proposed alignment route and design
- Station concepts
- Schedule for deployment and next steps

Thursday, July 20

Travel back to United States

**To: Maglev Task Force Members**  
**From: Philip Law, SCAG**  
**Date: October 12, 2006**  
**RE: Update on Maglev Accident in Germany**

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This memo summarizes information gathered from various news reports published after the recent Maglev train accident in Germany. On September 22, 2006, a Maglev train collided with a maintenance vehicle on a test track in Emsland, in northwestern Germany. Ten people were injured and 23 were killed in the accident. The test track has been in operation since 1984 and is about 20 miles long. Although the official investigation has not been completed, news reports are stating that human error was at fault. Controllers had given approval for the Maglev train to start moving even though the maintenance vehicle was still on the track. The maintenance vehicle was not part of the electronic safety system that allows controllers to track the location of the train, but was instead tracked by a separate manual system. German officials have indicated that more up-to-date security systems now exist that could prevent accidents like this from occurring.

Transrapid International has issued a press release, which is attached.

Press Release

September 22, 2006

With shock and sadness, Transrapid International confirmed that a tragic accident occurred on Friday morning at the Transrapid Test Facility in Emsland, which is operated by the IABG. Detailed information about the cause of the accident is not available yet and an investigation is being conducted at the scene by the responsible authorities.

Our deepest condolences go out to the victims and their families.

Transrapid International GmbH, KG

**To: Maglev Task Force Members**

**From: Philip Law, SCAG**

**Date: October 12, 2006**

**RE: System Design Status Report**

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Mr. David Chow, IBI Group, will provide a status report on the Maglev System Design study currently in process. The study will examine how a Maglev system can connect the regional airports (including LAX, March Inland Port, Ontario International, Palm Springs, Palmdale, San Bernardino International, and Southern California Logistics) and regional hubs (including West Los Angeles, Union Station, and the San Gabriel Valley). The study will develop a conceptual design of the comprehensive system and assess the system using measures such as capital requirements, maintenance and operational costs, ridership opportunities, alignments, ground access, and security. The study will also develop a strategic plan to address relevant institutional, legal, and financing issues. This study is scheduled for completion by June 2007.



# High-Speed Ground Access System Design

October 12, 2006



## PROJECT GOALS

- **Develop a conceptual design for the integration of a high-speed ground access system with airports throughout the SCAG region**
- **Address the following:**
  - *Regional Aviation Demand*
  - *Traffic Congestion and Mobility*
  - *Growth Management*
  - *Goods Movement Potential*



Southern California Association of Governments



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## PROJECT GOALS

- **Need to break through one dimensional planning – multi-use corridor perspective**
  - *Beyond an airport masterplan*
  - *More than just ground access at an airport*
- **Develop concept for an integrated high-speed regional transport and aviation system**
- **Investigate potential efficiencies, environmental benefits and infrastructure cost savings**
- **Establish a framework for the development of the conceptual system**

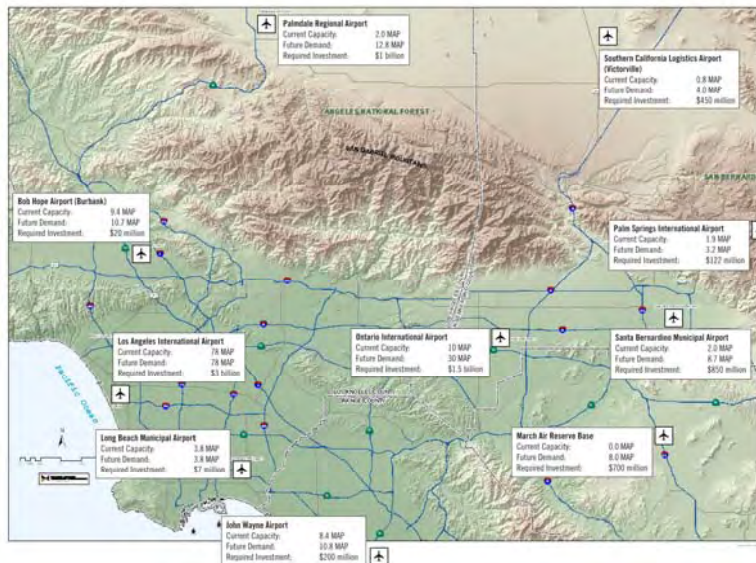


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## STUDY CONCEPT



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## WORK EFFORTS

### Phase 1

- Data Review/Collection
- Establish Strategic Nexus
- Develop Methodologies and Measures of Performance

### Phase 2

- Project Definition, Evaluation
- Conceptual System Design
- Environmental Issues
- Institution & Legal Considerations
- Financing

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## SCHEDULE

- **TODAY** – Review of Project
- **Nov. 06** – Phase 1 Summary
- **Dec. 06** – Perf. Measures
- **Jan. 07** – Scenarios/Network
- **Feb. 07** – Review of Analysis
- **Mar. 07** – Results of Analysis
- **Apr. 07** – Cost/Benefits
- **May 07** – Proj. Considerations
- **Jun. 07** – Phase 2 Summary



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# High-Speed Ground Access System Design

October 12, 2006

