



**NEVADA LEGISLATURE
LEGISLATIVE COMMISSION'S INTERIM STUDY
CONCERNING THE FEASIBILITY STUDY OF LONG-RANGE MASS TRANSIT
WITHIN STATE AND TO URBAN AREAS OF
NEIGHBORING STATES**

(Senate Concurrent Resolution No. 31 [File No. 90, *Statutes of Nevada 2003*])

SUMMARY MINUTES AND ACTION REPORT

The second meeting of the Legislative Commission's Interim Study Concerning the Feasibility Study of Long-Range Mass Transit within State and to Urban Areas of Neighboring States (Senate Concurrent Resolution No. 31 [File No. 90, *Statutes of Nevada 2003*]) was held on January 20, 2004, at 9:30 a.m., in Room 4401 of the Grant Sawyer State Office Building, 555 East Washington Avenue, Las Vegas, Nevada. The meeting was videoconferenced to Room 2135 of the Legislative Building, 401 South Carson Street, Carson City, Nevada. A copy of this set of "Summary Minutes and Action Report," including the "Meeting Notice and Agenda" ([Exhibit A](#)) and other substantive exhibits, is available on the Nevada Legislature's Web site at www.leg.state.nv.us/Session/72nd2003/Interim. In addition, copies of the audio record may be purchased through the Legislative Counsel Bureau's Publications Office (e-mail: publications@lcb.state.nv.us; telephone: 775/684-6835).

COMMITTEE MEMBERS PRESENT IN LAS VEGAS:

Senator Joseph M. Neal Jr., Chairman
Senator Warren B. Hardy II
Senator Raymond D. Rawson
Senator Dina Titus
Assemblyman Kelvin D. Atkinson
Assemblyman David R. Parks

COMMITTEE MEMBER PRESENT IN CARSON CITY:

Senator Mike McGinness

COMMITTEE MEMBERS ABSENT:

Assemblyman Chad Christensen
Assemblyman Harry Mortenson
Assemblyman Rod R. Sherer

LEGISLATIVE COUNSEL BUREAU STAFF PRESENT:

Marjorie Paslov Thomas, Senior Research Analyst, Research Division
Brenda J. Erdoes, Legislative Counsel, Legal Division
Mary Alice McGreevy, Senior Deputy Legislative Counsel, Legal Division
Bonnie Borda Hoffecker, Senior Research Secretary

INTRODUCTIONS AND OPENING REMARKS

Chairman Neal welcomed the members and audience and outlined that the Committee would study the transportation needs of the rural communities and gather ideas and recommendations for the 2005 Legislative Session.

APPROVAL OF MINUTES OF THE DECEMBER 2, 2003, MEETING

The Committee **APPROVED THE FOLLOWING ACTION:**

SENATOR TITUS MOVED FOR APPROVAL OF THE MINUTES OF THE LEGISLATIVE COMMISSION'S INTERIM STUDY CONCERNING THE FEASIBILITY STUDY OF LONG-RANGE MASS TRANSIT WITHIN STATE AND TO URBAN AREAS OF NEIGHBORING STATES (SENATE CONCURRENT RESOLUTION NO. 31 [FILE NO. 90, *STATUTES OF NEVADA 2003*]) DECEMBER 2, 2003, MEETING HELD IN LAS VEGAS, NEVADA. THE MOTION WAS SECONDED BY ASSEMBLYMAN ATKINSON. THE MOTION CARRIED UNANIMOUSLY.

OVERVIEW OF THE ACTIVITIES AND PROGRAMS OF THE CALIFORNIA-NEVADA SUPER SPEED GROUND TRANSPORTATION COMMISSION

- Bruce A. Aguilera, Chairman, California-Nevada Super Speed Ground Transportation Commission, provided an overview of activities and programs of the California-Nevada Super Speed Ground Transportation Commission. Mr. Aguilera explained the maglev train from Anaheim, California, to Las Vegas, Nevada, would take 86 minutes and would cost less than an airline ticket. Please see [Exhibit B](#) for further information.
- Jeff A. Fontaine, Director, Nevada's Department of Transportation (NDOT), discussed NDOT's role in the maglev project, which is primarily providing staff time. Mr. Fontaine indicated that NDOT applied for federal funds that are authorized for maglev transportation and then entered into the project with the California-Nevada Super Speed Ground Transportation Commission. The two other maglev projects vying for the federal funding are the maglev demonstration project connecting Baltimore, Maryland, to Washington, D.C. along the Interstate 95 corridor, and a project in Pittsburg, Pennsylvania. He stated that the California-Nevada maglev project was not selected for further consideration; however, he opined that Nevada was still in contention to be the nation's demonstration project. It is more feasible to fund the Anaheim to Las Vegas maglev project due to the terrain, alignment, and the rights-of-way along the Interstate 15 corridor. There is growing political support with local governments as well as Congress.
- Neil Cummings, President, American Magline Group, summarized the importance of the maglev project and provided [Exhibit C](#). Mr. Cummings explained that the maglev train route, which would take about two hours by freeway, would travel from Anaheim to Ontario International Airport in 14 minutes. Since there is limited potential for future expansion of the Los Angeles International Airport and other regional airports beyond their current capacities, Ontario International Airport will play a vital role in fulfilling the future aviation needs of southern California. Mr. Cummings indicated that Nevada appeared to be a front-runner for maglev funding by the federal government because of the ease of construction, the completed environmental analysis, congestion relief, and the low cost per mile. The cost of the maglev construction route from Anaheim to Las Vegas is \$30 million per mile compared to \$80 million per mile for the East Coast projects. The maglev train would move as many people as an eight-lane freeway at 60 miles per hour or 12 Boeing 747s landing every hour at McCarran International Airport. The maglev train could carry any type of freight that an airplane could carry.

The benefit cost ratio for the trip from Barstow, California, to Las Vegas is 2.0. This section would be the most profitable and the best performing segment of the route with the combination of the low cost per mile for the full 160 miles (48 minutes to Las Vegas). Any number above a 1.0 benefit cost ratio is considered feasible and the rating increases exponentially. The benefit cost ratio from Anaheim to Ontario is 1.77 and Las Vegas to Primm is 1.5. A University of Nevada, Las Vegas, study indicated that the maglev train would draw an additional 3.2 million visitors to Las Vegas with the first 40-mile segment. This would provide an extra \$1.2 billion in revenue to the Las Vegas area.

- Jim Caviola, Parsons Transportation, provided an overview on the first 40 miles of the maglev project from Las Vegas to Primm. He explained would take 11 minutes to travel this segment. At a cost of \$1.3 billion, this portion of track would generate \$51 million in operating profit that could be used to pay off the revenue bonds.

In the event of damage to the guideway, the maglev train system would shut down and each train would proceed to the nearest drop-off station (if safe to do so) to allow passengers to detrain. The guideway would then be inspected manually to guarantee it is safe to operate the maglev. The guideway has communications along the entire alignment; as a result, any damage would be detected.

- Senator Neal suggested the Committee consider the expansion of the maglev project into rural communities. Mr. Cummings indicated the population growth east of Orange County, California, could be explained by improved freeway access and lower housing costs. Maglev trains would help increase the population in the rural areas by making the areas more accessible to people. Mr. Cummings informed the Committee that the American Magline Group could provide a cost analysis with minimum funding for Nevada's eastern corridor.

OVERVIEW OF THE LAS VEGAS MONORAIL PROJECT

- Cam Walker, President, Transit Systems Management, provided and discussed a Microsoft PowerPoint presentation titled "Las Vegas Monorail," please see [Exhibit D](#) for more information. The monorail has the following:
 - Integrated ticketing systems at resorts.
 - Nine trains in operation with an average wait of one minute.
 - Security cameras at each train station and on each train.
 - One-way fare on the monorail is \$3; a cab ride along the Las Vegas Strip would cost \$17.
 - Future expansion project to include airport access.

Mr. Walker explained that the monorail is under budget by \$43 million. He predicted 14 million to 15 million rides during the first ten months and 19.5 million in subsequent full years.

- Nick Niarchos, Advisor and General Counsel, Las Vegas Monorail Company, indicated the State of Nevada could not be sued by the bondholders if the revenue from the fares is not enough to meet the debt payments.
- Mr. Walker explained that the monorail project is currently on time and that the safety issues with an axle falling off one of the trains have been resolved. It appeared to be an error in the fabrication of the drive shaft. Each train drive shaft has been inspected and safety straps have been installed to prevent the axle from falling to the ground in the future.

HISTORY AND OVERVIEW OF STATES WITH CONSTITUTIONAL PROVISIONS REQUIRING SPECIFIC USE OF FUEL TAXES

- Brenda J. Erdoes, Legislative Counsel, Legal Division, Legislative Counsel Bureau, provided and discussed the history and overview of states with provisions requiring dedication of revenue from motor vehicles fuel taxes and fees related to the operation of motor vehicles. She indicated that a constitutional amendment or initiative petition would be necessary to use fuel taxes for transportation needs other than road maintenance and that process would take five years. Please see [Exhibit E](#) for details.

PUBLIC TESTIMONY

- Erin Breen, concerned citizen, requested that as the Committee studies the mass transit needs of the State that it also take an interest in human-powered transportation, specifically pedestrian and bicycle safety. She suggested that the Committee focus on the three Es--engineering, enforcement, and education. In the next few months, there will be many enhancements to crosswalks in the Las Vegas Valley.
- Maggie Saunders, concerned citizen, concurred with the previous testimony.
- Daryl Capurro, Managing Director, Nevada Motor Transport Association, expressed concern at the possibility of a constitutional amendment. He suggested that the State Highway Fund be increased during the 2005 Legislative Session rather than amending the *Constitution of the State of Nevada*. Meeting the highway needs of Nevada is expensive and amending the Nevada Constitution would reduce the funds that are available. In addition, the Fund has not been increased since 1991.
- Sue Newberry, concerned citizen, encouraged the Committee to assist communities in retrofitting sidewalks and providing transit stops that are comfortable, convenient, and have visual appeal. Please see [Exhibit F](#) for further information.

Senator Neal requested legislative staff examine transportation to Nevada's eastern corridor including Alamo, Caliente, Ely, and Panacha. In addition, he asked legislative staff to investigate routes and suggestions for a transportation loop from Las Vegas to Mesquite. Senator Neal requested the United States Department of Energy provide an official presentation of the rail system from Caliente to the Nevada Test Site to ensure there are no conflicts and to establish a joint relationship that could assist in providing transportation to the people in the Great Basin.

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 12:33 p.m.

Respectfully submitted,

Bonnie Borda Hoffecker
Senior Research Secretary

Marjorie Paslov Thomas
Senior Research Analyst

APPROVED BY:

Senator Joseph M. Neal Jr., Chairman

Date: _____

LIST OF EXHIBITS

[Exhibit A](#) is the "Meeting Notice and Agenda" for the meeting.

[Exhibit B](#) is a document entitled “California-Nevada Super Speed Train, The Fast Track to the Future of Transportation,” provided by Bruce A. Aguilera, Chairman, California-Nevada Super Speed Ground Transportation Commission.

[Exhibit C](#) is a document entitled “California-Nevada Interstate Maglev Project,” provided by Neil Cummings, President, American Magline Group.

[Exhibit D](#) is a copy of a Microsoft PowerPoint presentation entitled “Las Vegas Monorail,” provided by Cam Walker, President, Transit Systems Management.

[Exhibit E](#) is a document entitled “Agenda Item V. History and Overview of States with Provisions Requiring Dedication of Revenue from Motor Vehicle Fuel Taxes and Fees Related to the Operation of Motor Vehicles,” provided by Brenda J. Erdoes, Legislative Counsel, Legislative Counsel Bureau.

[Exhibit F](#) is a document entitled “Mass Transit Legislative Hearing Testimony,” provided by Sue Newberry, concerned citizen.

This set of “Summary Minutes and Action Report” is supplied as an informational service. Exhibits in electronic format may not be complete. Copies of the complete exhibits, other materials distributed at the meeting, and the audio record are on file in the Research Library of the Legislative Counsel Bureau, Carson City, Nevada. You may contact the Library online at www.leg.state.nv.us/lcb/research/library/feedbackmail.cfm or telephone: 775/684-6827.