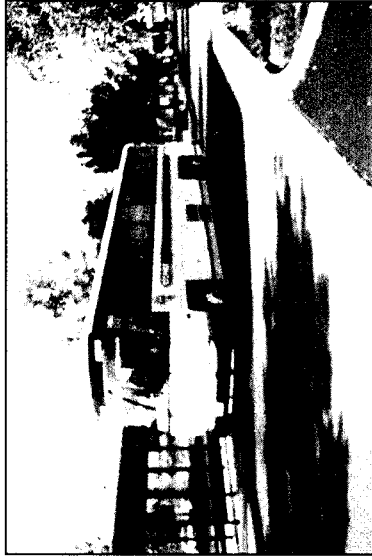
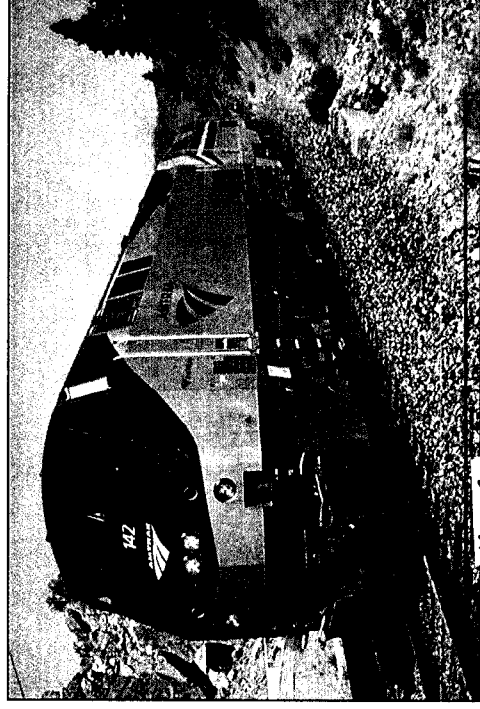
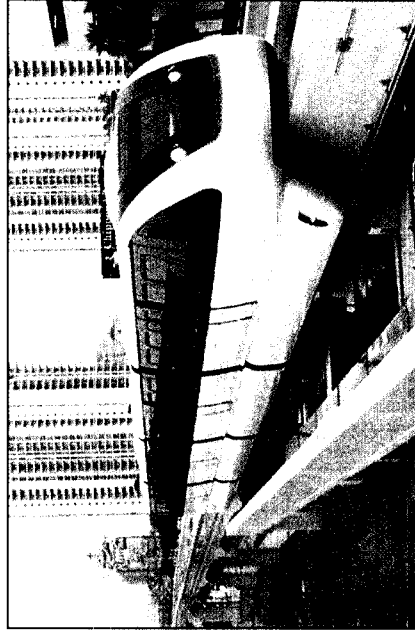


Long Range Rural Transportation Alternatives



NEVADA DOT



Susan Martinovich, Deputy Director
December 2, 2003

EXHIBIT 12 - Mass Transit - Document consists of 11 pages
☒ Entire document provided.
☐ Due to size limitations, pages _____ through _____ provided.
A copy of the complete document is available through the Research Library
(775-684-5827 or e-mail library@icb.state.nv.us)
Meeting Date 12-2-03

New Administration at NDOT



Jeff Fontaine, P.E. Director

Susan Martinovich, P.E. Deputy Director

Rudy Malfabon, P.E. Deputy Director

Ruedy Edgington, P.E. Assistant Director-Engineering

Rick Nelson, P.E. Assistant Director-Operations

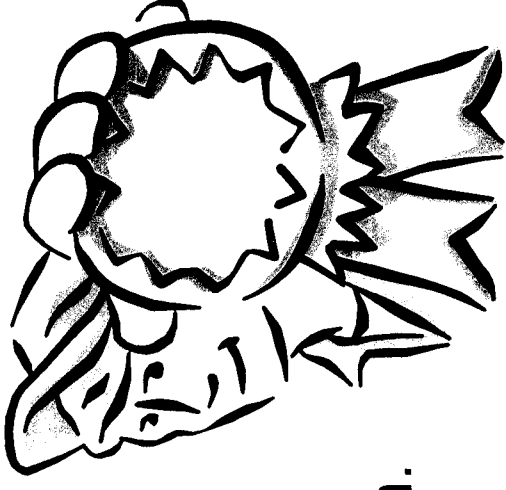


District I Engineer, Eugene Weight, P.E.

District II Engineer, Thor Dyson, P.E.

District III Engineer, Kevin Lee, P.E.

NDOT Strategic Plan and Goals



Improve safety in public transportation.

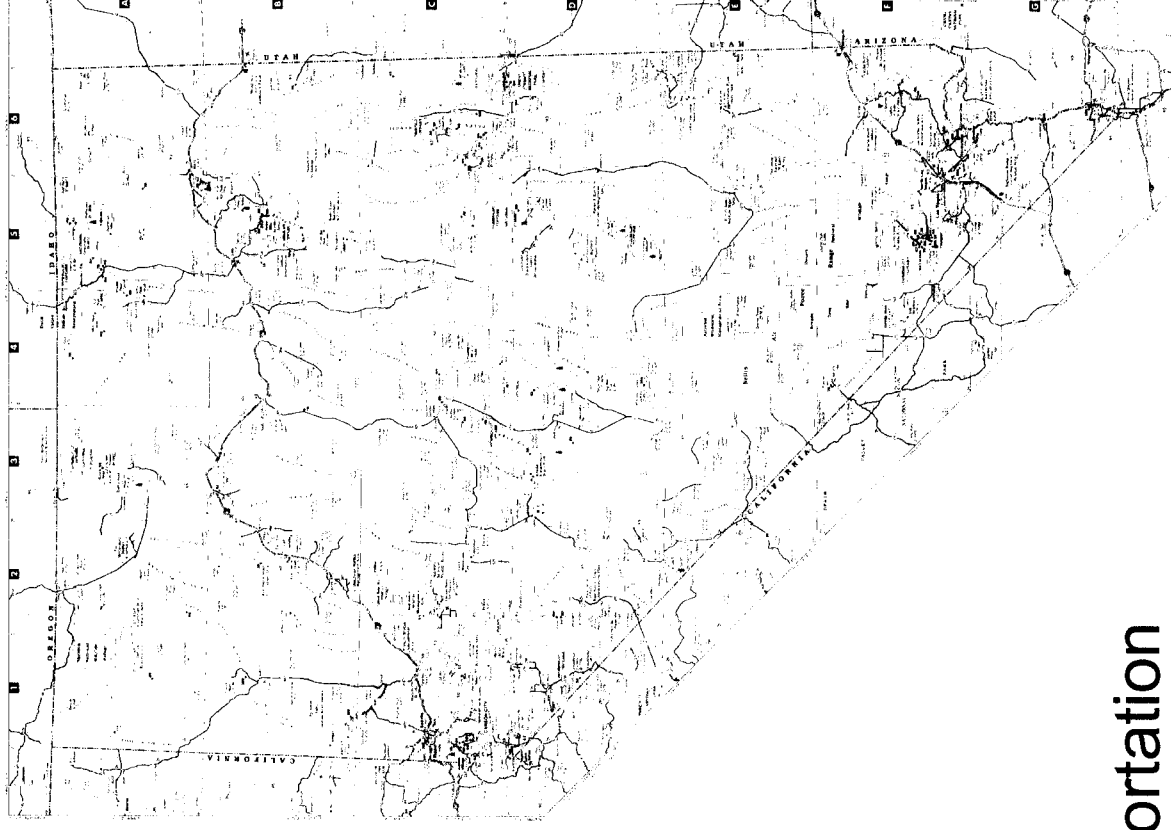
Develop and deliver beneficial projects in a timely manner.
(Apply innovation, technology and process improvement)

Effectively communicate to improve customer satisfaction.
(Internal and external relationships, public perceptions and confidence)

Make the most of the department's assets and minimize its risks. (All assets, including human resources)

Worksheet: Rural Transportation

- 1) Safety
- 2) Environment
- 3) High Reliability
- 4) Maintain State's Leadership Advantage in Tourism
- 5) Transportation should be intermodal
- 6) Optimize the business and government environment
- 7) Land-Use and Transportation Compatibility
- 8) Improve productivity of transportation



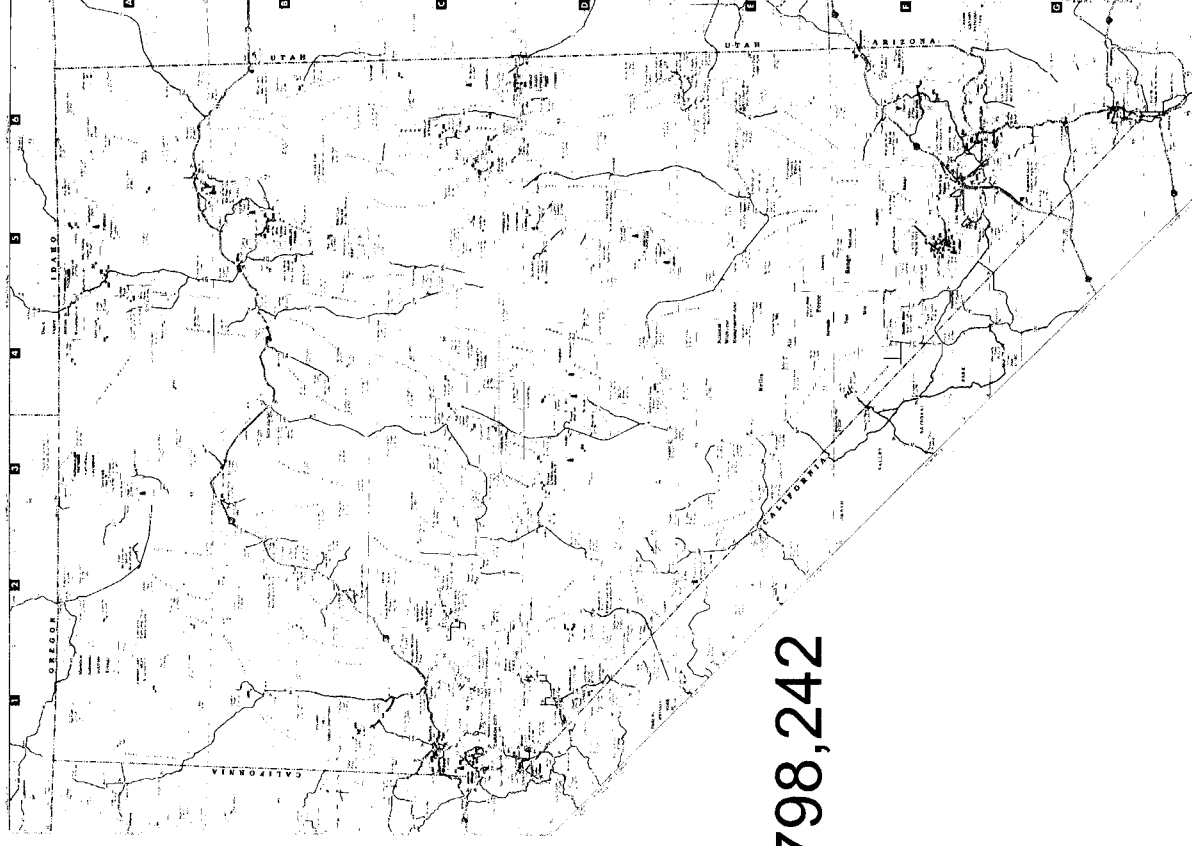
Transportation Alternatives

- Bus Services and Transit
- Railroads and Amtrak Service
- High Speed Trains
- Monorail
- Maglev
- Airports

2002 Visitor Trips 47,722,534

2002 Convention Attendance 5,798,242

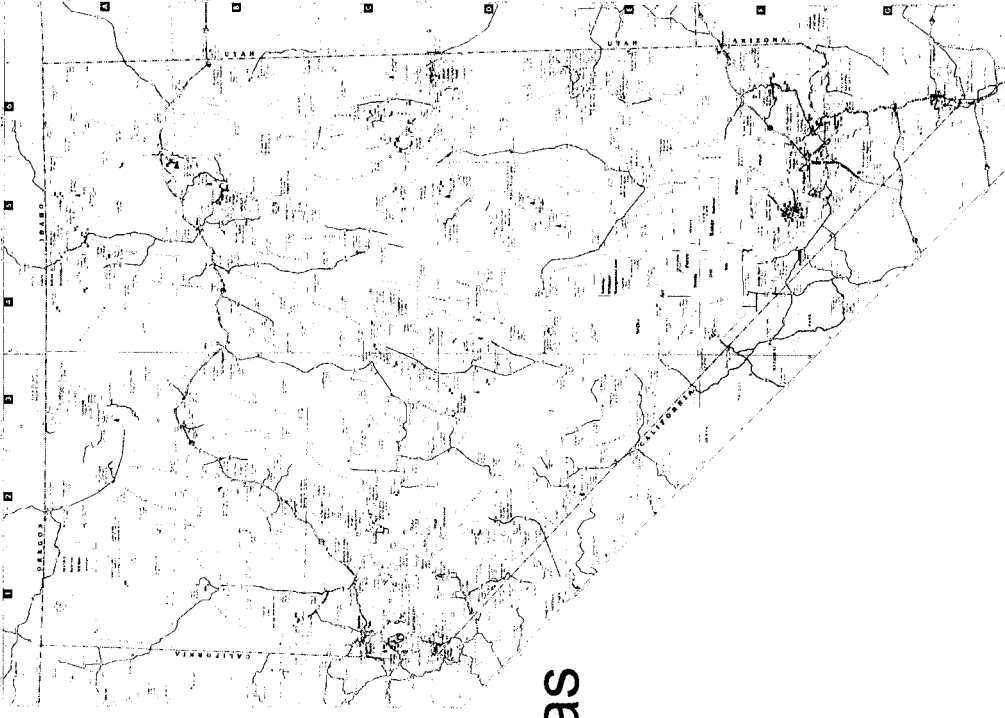
Source: Nevada Commission on Tourism



Intercity Bus Service Historical and Present

Greyhound operates at a cost of approximately \$3.00 per mile.

The trip between Reno and Las Vegas costs about \$1,200 (operations) and takes nine hours.



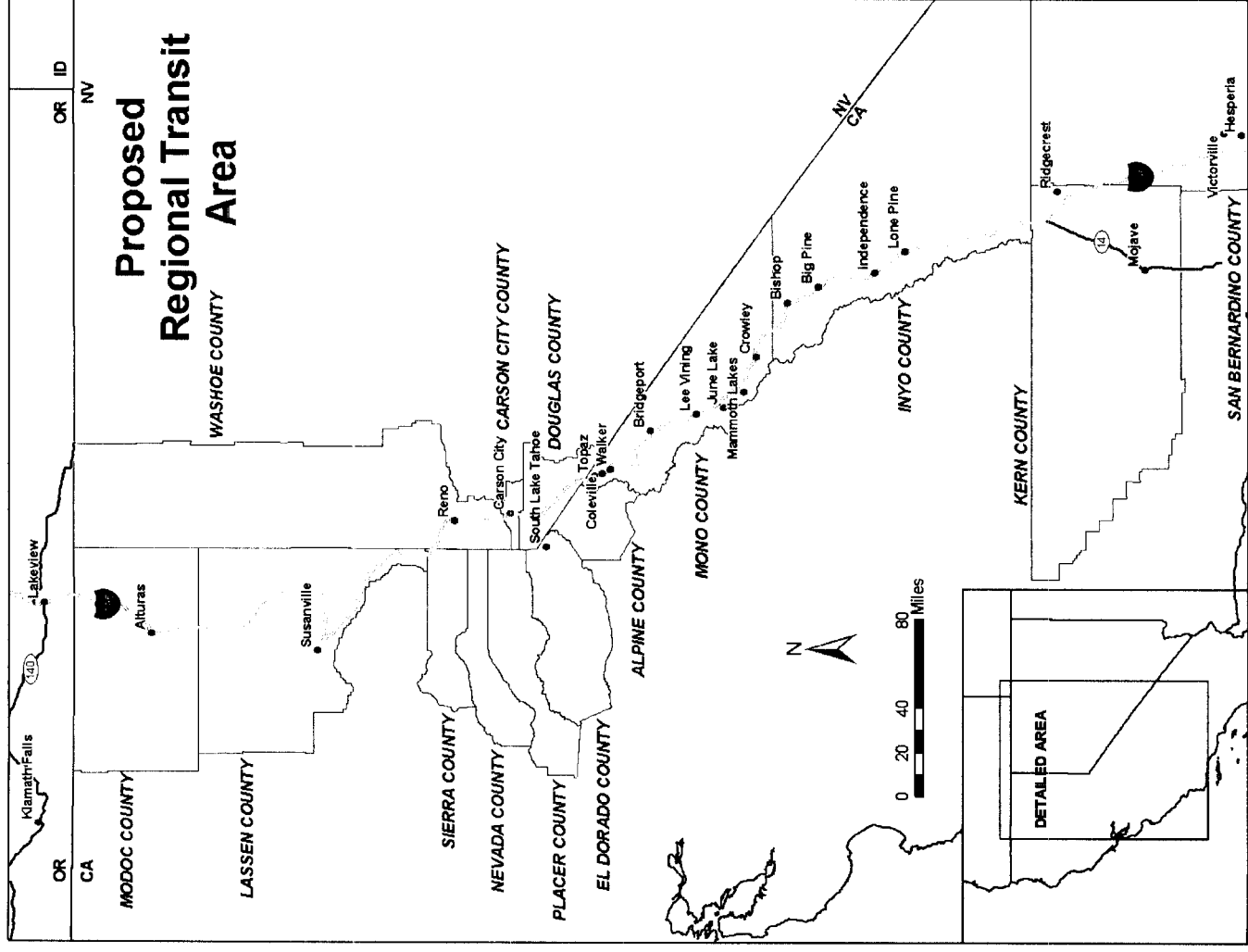
Tri-State Transit Study

Buses cost about \$250,000 each.

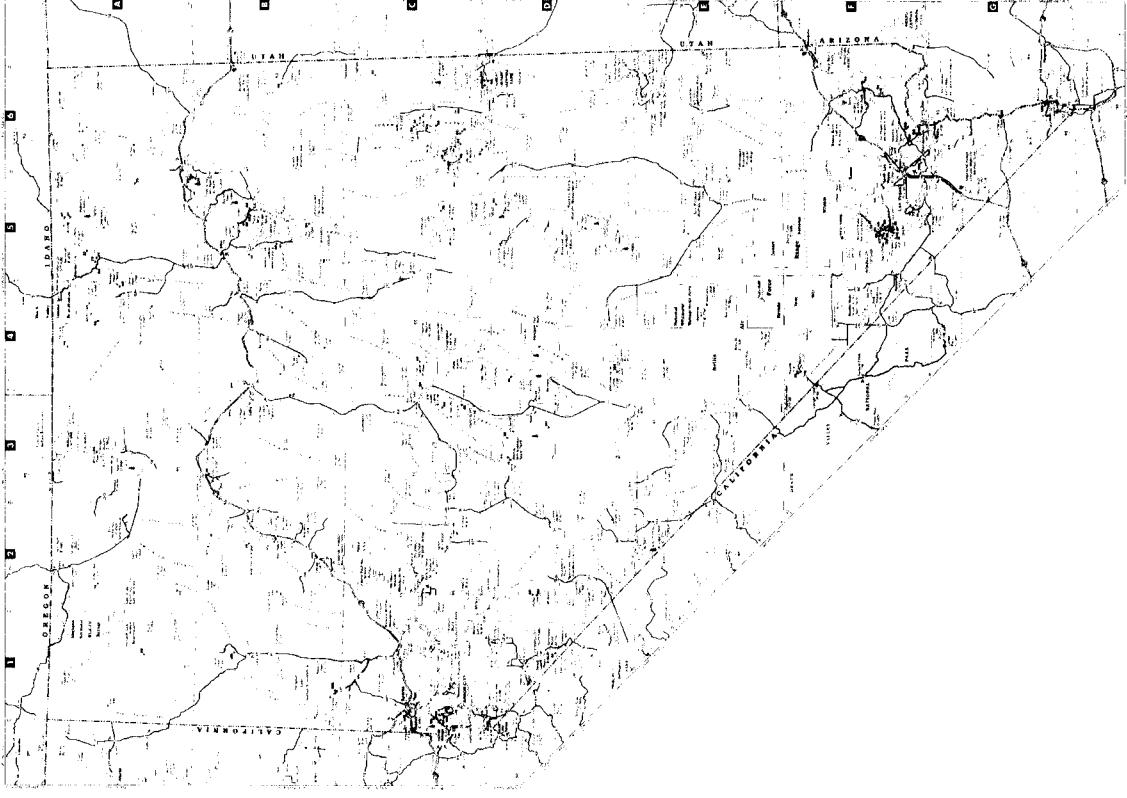
They carry about 40 people per bus at 50 mph.

NDOT is working with CalTrans and Oregon DOT on this study.

The trip between Reno and Los Angeles used to take 10 hours.



Historical and present Amtrak service



1975 Amtrak served both Northern and Southern Nevada daily.

In 1996, Amtrak announced that the “Desert Wind” would stop serving Las Vegas and Caliente.

Presently, NDOT is working with Amtrak for additional service to the State.

Oakland to Reno Amtrak Extension

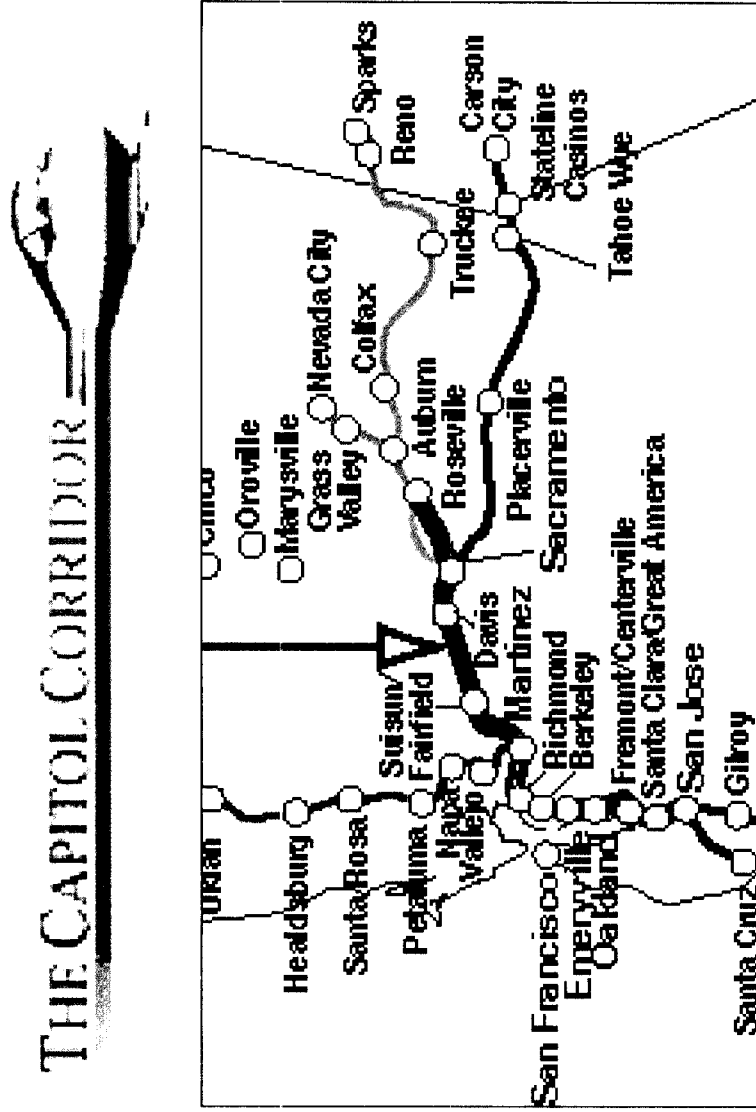


Amtrak service costs \$3,000 per hour to operate.

Construction of a new rail line dedicated to passenger trains would be \$1.5 million per mile. Cost of the entire line would be about \$600 million (w/o ROW.)

Operational cost for each trip would be \$21,000 for a maximum of 600 passengers .

NDOT presently working with CalTrans, Amtrak and the Capitol Corridor Joint Powers Authority to extend Intercity Rail from Sacramento to Reno with one train a day.

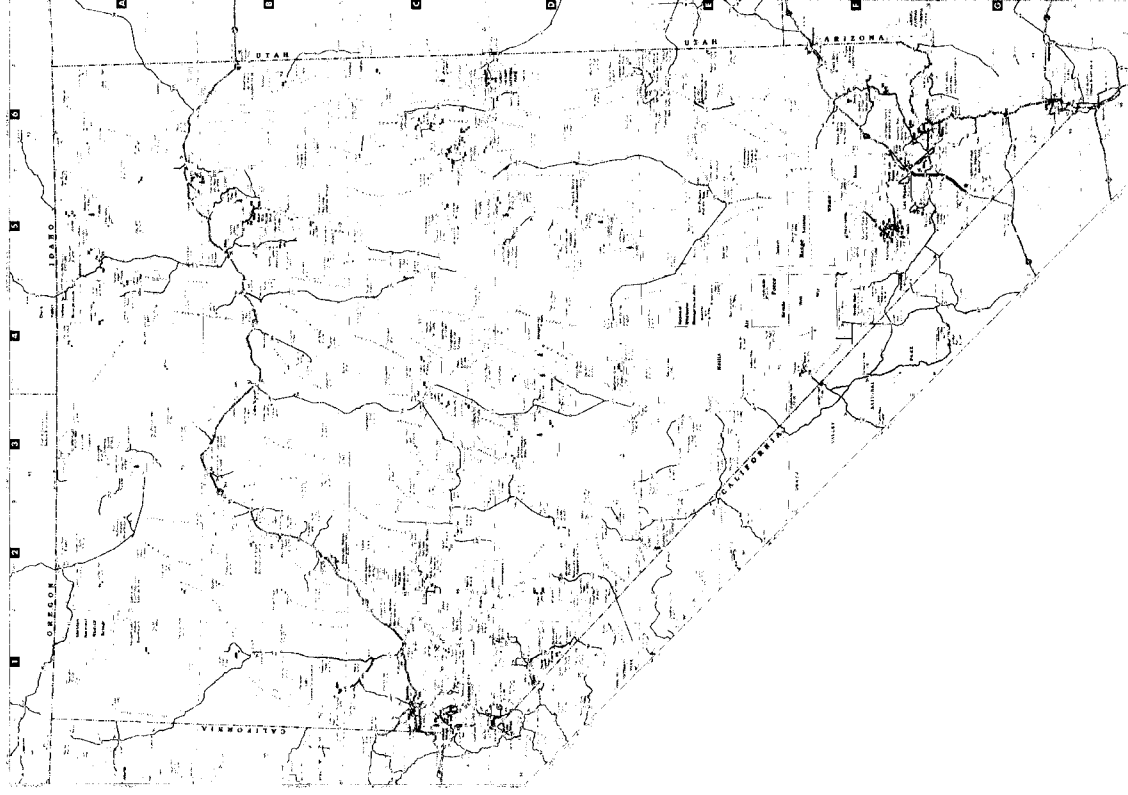


Current study is underway to determine the feasibility of connecting Reno to Sacramento.

State Supported Intercity Rail and Feeder Bus Routes



Proposed Acela Train Service



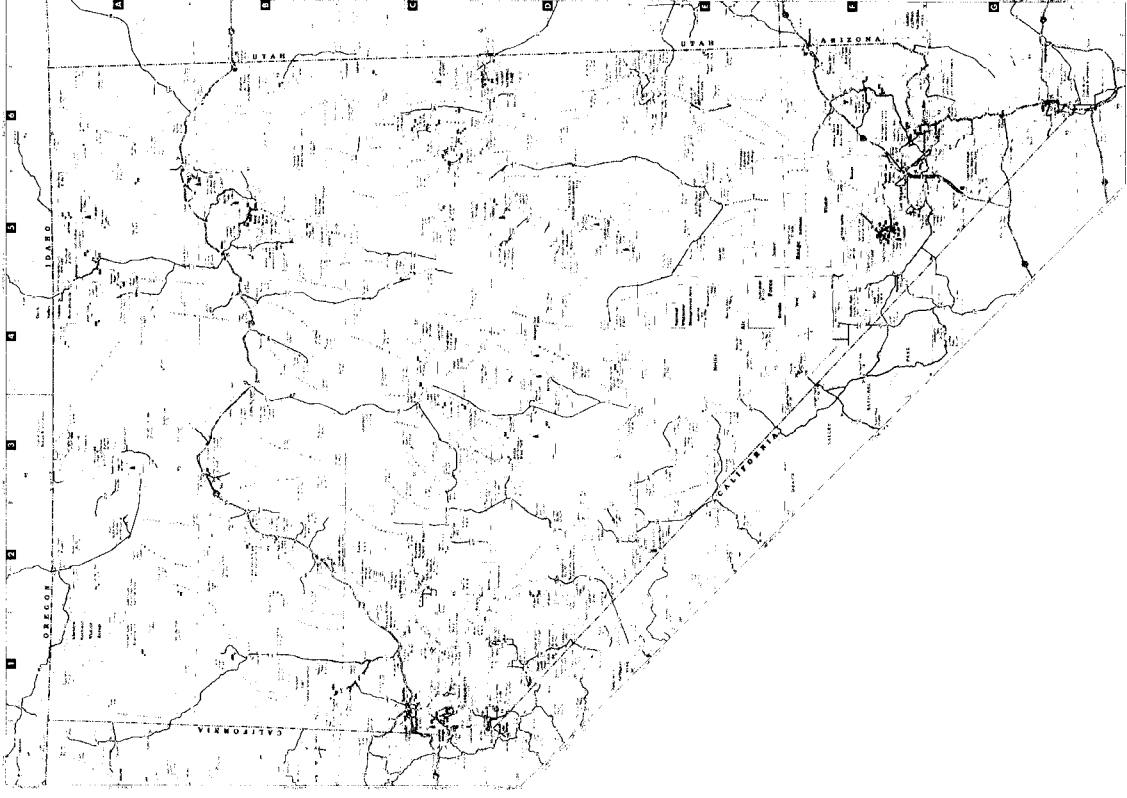
From Las Vegas to Los Angeles.

Travel time two hours at 150 m.p.h.

600 passengers per train.

Issues include; at-grade crossings and freight trains.

Proposed Talgo Train Las Vegas/Los Angeles



Operates on existing tracks.

Train can travel up to 150 m.p.h. but is limited to the speed of the track 80 m.p.h.

Is operated by Amtrak.

300 passengers per train.

Proposed service since 1998.

North American Monorail History

System	A Few Words	Opening
Disneyland, California	Gave fame to monorails in 20th century.	1959
Seattle, Washington	Only Alweg-built trains still running.	1962
La Ronde, Canada	World's Fair left over.	1967
Philadelphia Zoo, Pennsylvania	North America's first zoo monorail.	1969
Walt Disney World, Florida	At a vacation resort, but it carries millions.	1971
Magic Mountain, California	Minirail park transportation.	1971
Pearlridge, Hawaii	Hawaii's only monorail.	?
Miami Metrozoo, Florida	Hurricane survivor.	1982
Tampa International, Florida	Indoor parking lot connector.	1991
Las Vegas, Nevada	One-miler destined to grow.	1995
Newark Intl., New Jersey	World's busiest airport monorail.	1995
Jacksonville, Florida	Downtown peoplemover with overbuilt track.	1997

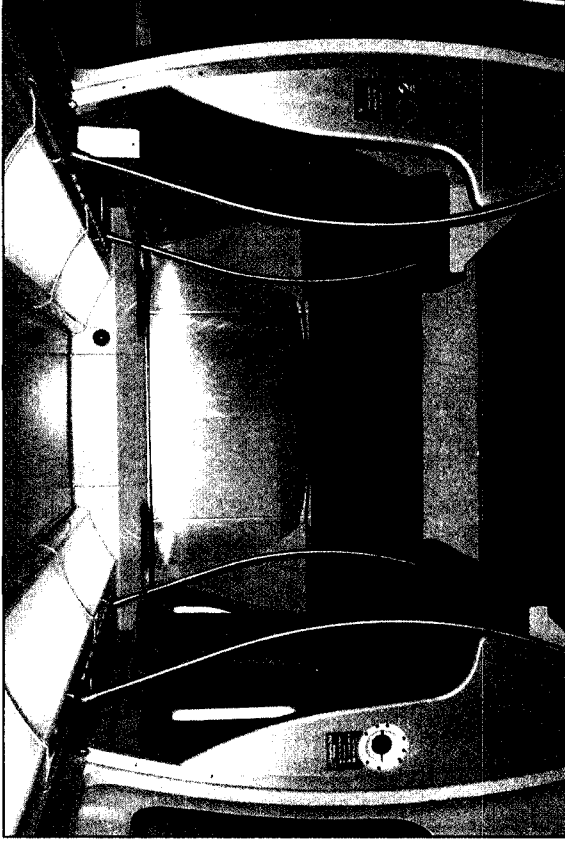
source: www.monorails.org

Tourism is the main driving force behind the creation and continued operation of each system.

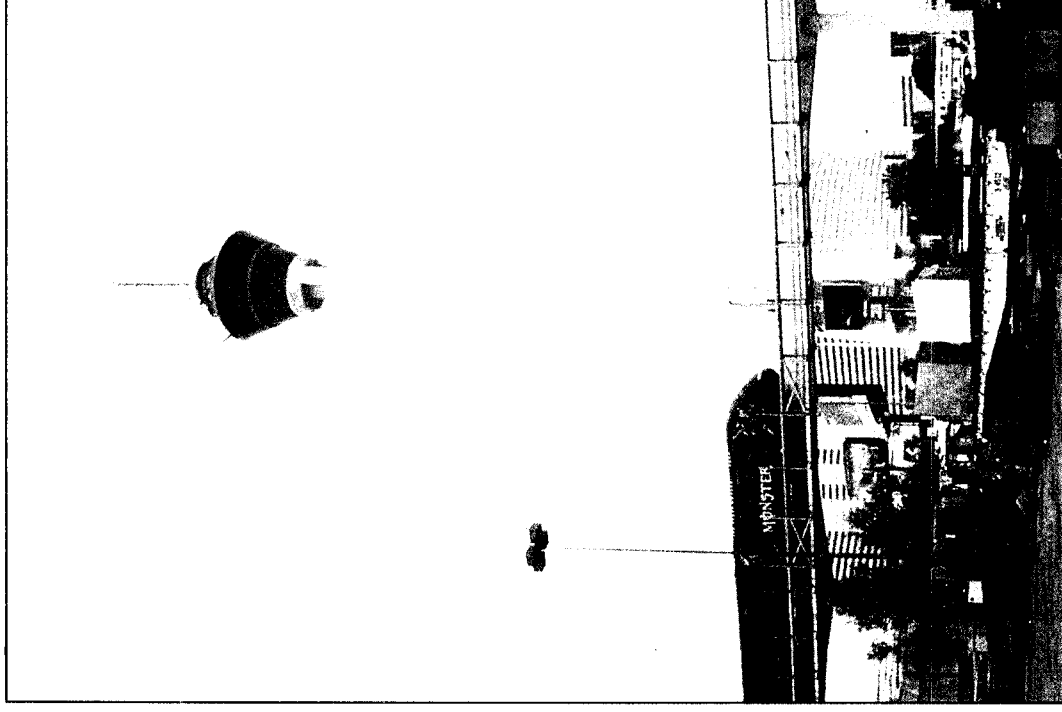
All the monorails in North America are built for short distances.

At an estimated cost of up to \$100 million per mile the cost of construction would be astronomical for a monorail line extension to Reno (430 miles).

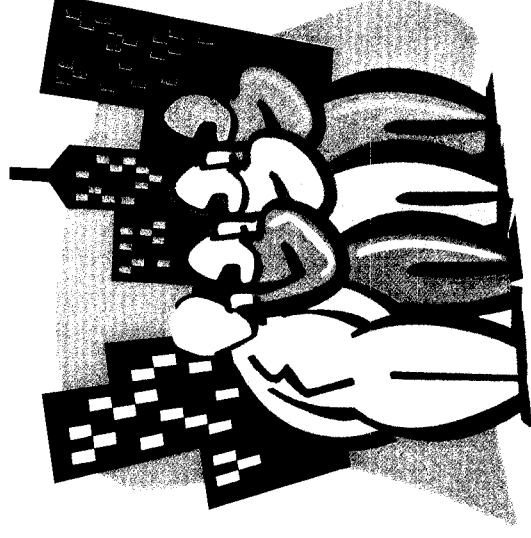
The approximate cost of the monorail in Las Vegas is \$180 million per mile (Phase I distance 4 miles = \$720 million)



Las Vegas Monorail—Opening First Quarter 2014

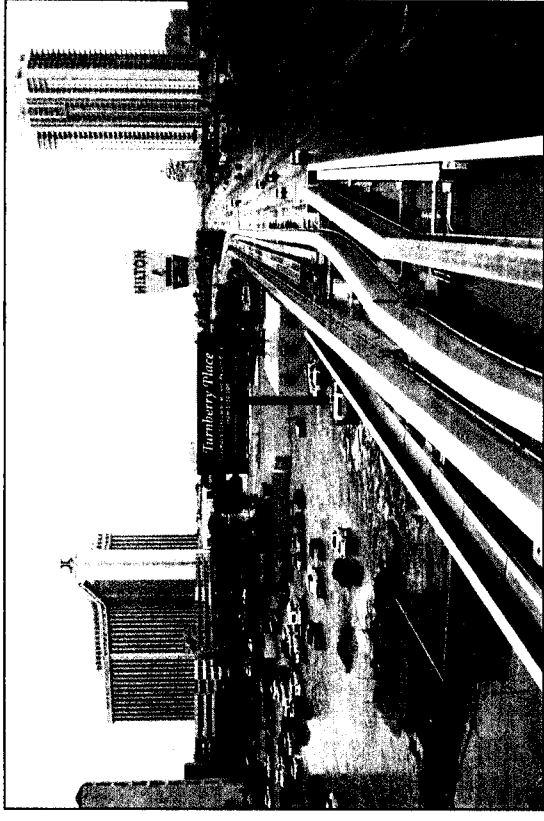


- 100% Privately Financed
- Connects eight major resorts with over 24,700 hotel rooms and nine convention facilities including the Las Vegas Convention Center.



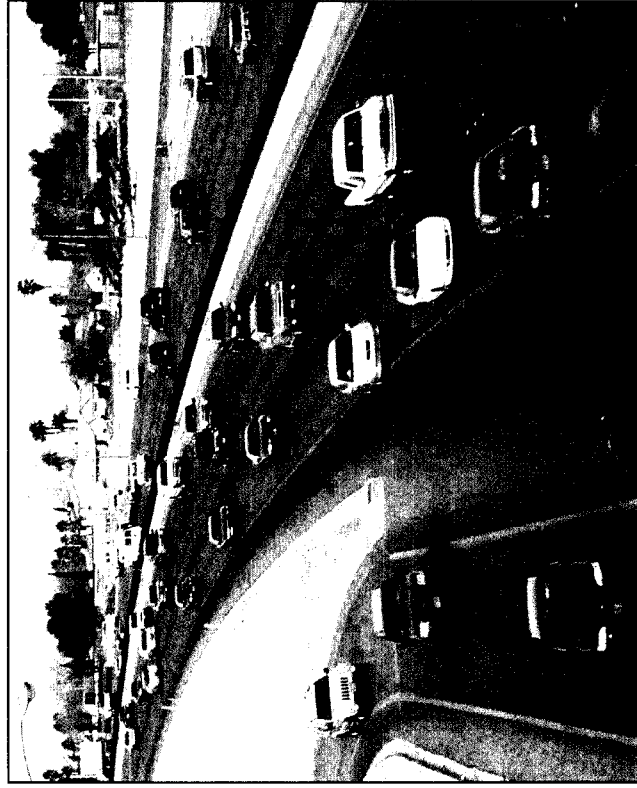
Top Five Reasons to Ride the Monorail

- See the Las Vegas Skyline from a unique vantage point.
- Help relieve traffic congestion.
- Help improve air quality.

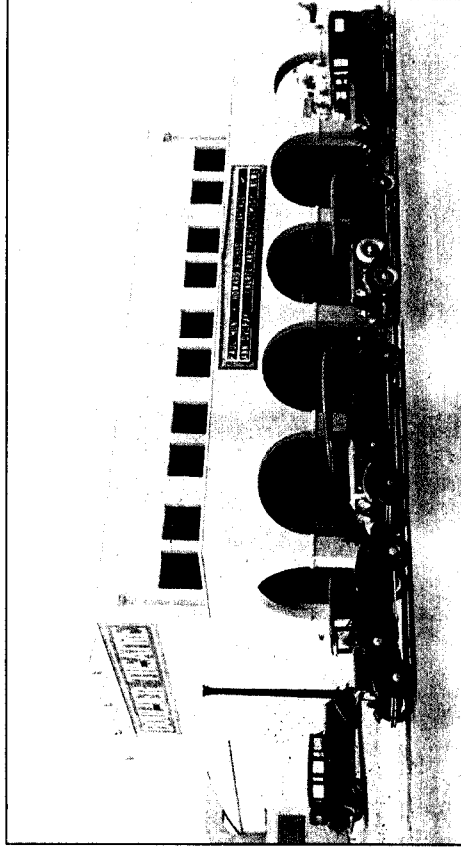


- Eliminate the hassles of traffic and parking.
- Avoid the heat of summer.

The Monorail will reduce automobile trips by 4.4 million per year and reduce carbon monoxide by 135 tons a year.



Protecting the air we share
Air Quality
Telephone: 702.455.5942 Fax: 702.383.9994

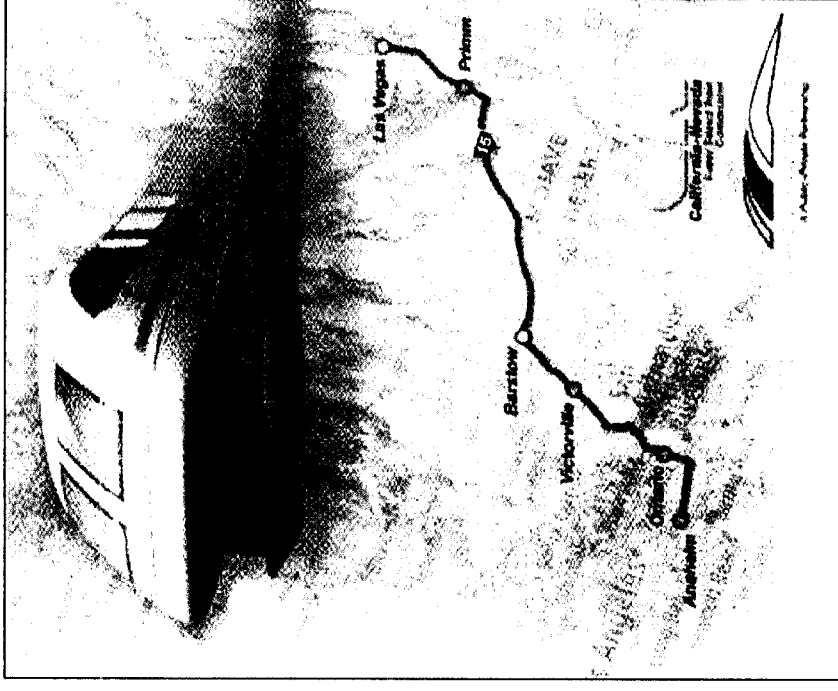


Commission on Tourism Photo

California-Nevada Super Speed Maglev Train

The Maglev system will operate over the heavily congested I-15 corridor (269 miles) between Anaheim, California and Las Vegas, Nevada passing through the California Inland Empire cities of Ontario, Victorville and Barstow.

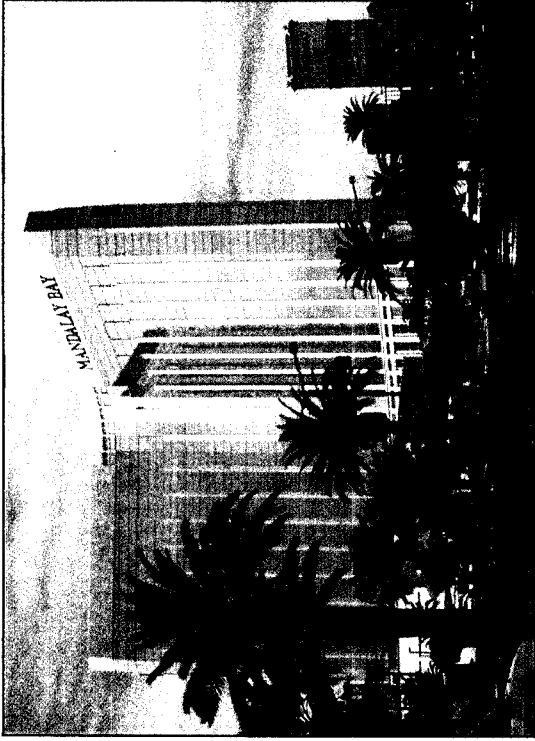
There are currently no at-grade railroad crossings and construction costs would be very expensive.



California-Nevada Super Speed Maglev Train



- 269 mile I-15 corridor alignment
- Average trip time 90 minutes.
- Train Capacity 10 cars, 832 seats.
- Estimated 2015 Ridership 27.4 million (13.1 million intercity, 14.3 million-suburban)
- Assumed fare \$42.50.



	Anaheim	Reno
Las Vegas to (mi)	269	446
Cost Construction	\$15 billion	\$25 billion
Time	90 min.	150 min.
Fare	\$42.50	\$70.12

Maglev would travel at speeds up to 300 mph.

The cost of building the Maglev is projected at between \$15 and \$20 billion approx. \$70 million per mile for everything except for ROW.

It would take about 2.5 hours to travel between Reno and Las Vegas.

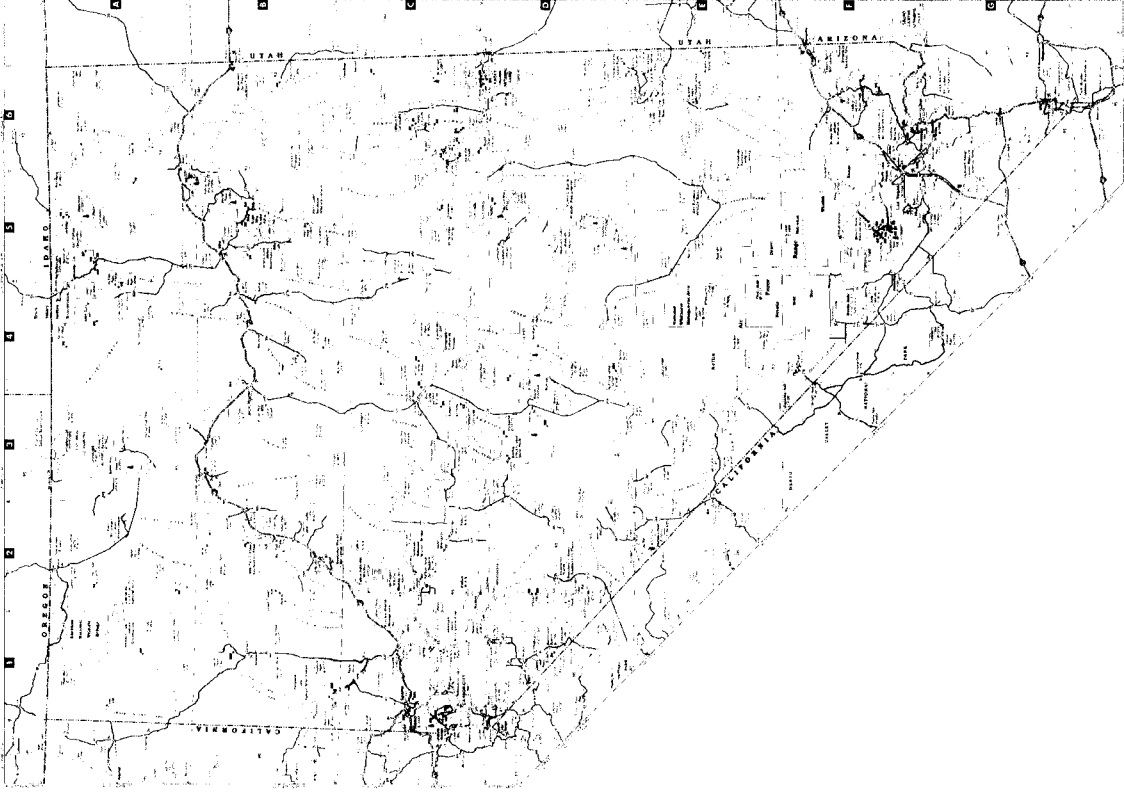


Airports

Reno and Las Vegas are air carrier serviced airports. (Approximately 35 million enplanements a year.)

Elko and Ely have commuter air service.

Proposed new airport in the Ivanpah Valley is in the planning stages.



Thank you!!!



www.nevadadot.com