

California-Nevada Interstate Maglev Project



California - Nevada Interstate Maglev Project

California-Nevada
Super-Speed Rail
Commission

Submitted To: Federal Railroad Administration



AMERICAN MAGLEV GROUP
A Public-Private Partnership

EXHIBIT C	MassTransit	Document consists of 12 pages
☒ Entire document provided. ☐ Due to size limitations, pages ____ through ____ provided. A copy of the complete document is available through the Research Library (775-684-6827 or e-mail library@lcb.state.nv.us). Meeting Date 1/20/04		

Project Structure



Hirschfeld Steel
Company

General Atomics

MNC & Associates

Parsons
Transportation Group

Salomon Smith Barney

Transrapid
International-USA, Inc.

Project Technology Supplier



Siemens Transportation System GmbH



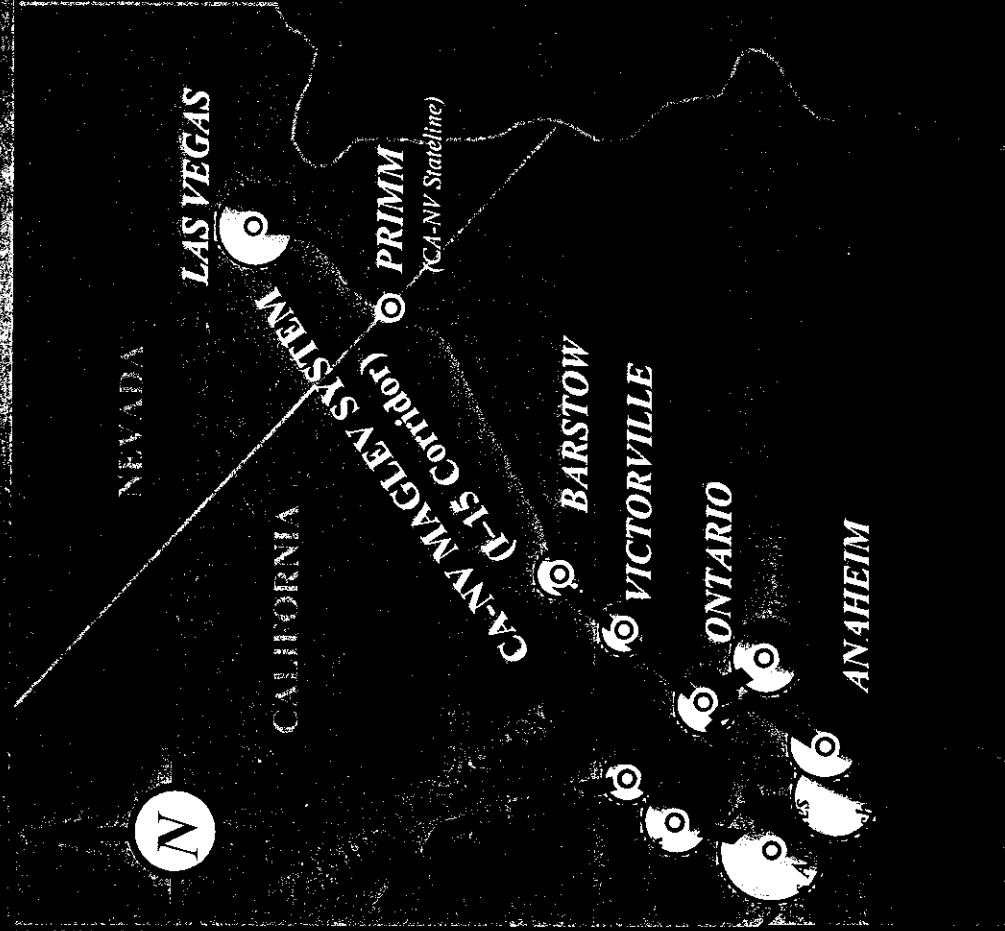
ThyssenKrupp Transrapid GmbH

Anaheim-Las Vegas I-15 Corridor



Las Vegas to Anaheim

Route length	269 miles
Trip time (est.)	1 hour 35 minutes
Top Speed	500 kph (310 mph)



Project Purpose



The I-15 Corridor Project Will Connect:

1. Five major airports, two of which are projected to reach capacity in the next ten years
2. The fastest-growing city (Las Vegas) with the second largest county (Orange, California) in the United States
3. The #1 tourist destination (Las Vegas) with the #4 tourist destination (Anaheim) in the United States
4. The California Inland Empire (e.g. Ontario, Victorville and Barstow), which are forecast to experience growth equivalent to two Chicago's in the next ten years
5. Nationally significant business, residential and tourist centers that are heavily congested and experiencing air quality and emissions challenges

Project Advantages



- **Maximum use of the I-15 interstate right-of-way**
- **Minimum average cost per mile (maximizing federal funding)**
- **Ease of construction throughout corridor**
- **Minimal environmental issues**
- **Strong forecasts for ridership, revenue and economic benefits**
- **Congestion relief of heavily traveled I-15 corridor**
- **True intercity demonstration of maglev technology**

The New Iron Horse



Just as the West needed the Transcontinental Railroad to encourage development of the western and mid-western states, and assist the West in meeting the challenges of the 20th century, the building of the California-Nevada Maglev system will assist the West in meeting the economic, social, quality of life and environmental challenges of the 21st century.

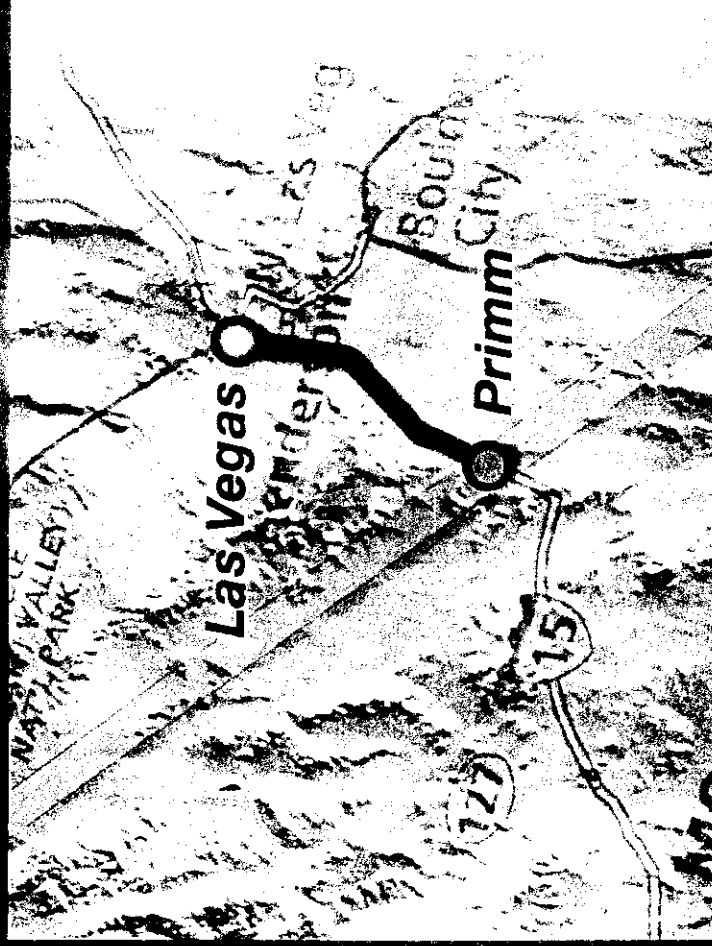


“The First 40 Miles”



Las Vegas to Primm (Initial Segment)

Route length	40 miles
Trip time	11 minutes
Top speed	500 kph (310 mph)
Investment cost	\$1.3 billion
Annual operating profit	\$51.5 million
New jobs	7,400
Benefit/Cost ratio	1.5



The Ideal Demonstration Project



"The First Forty Miles" (Las Vegas to Primm)

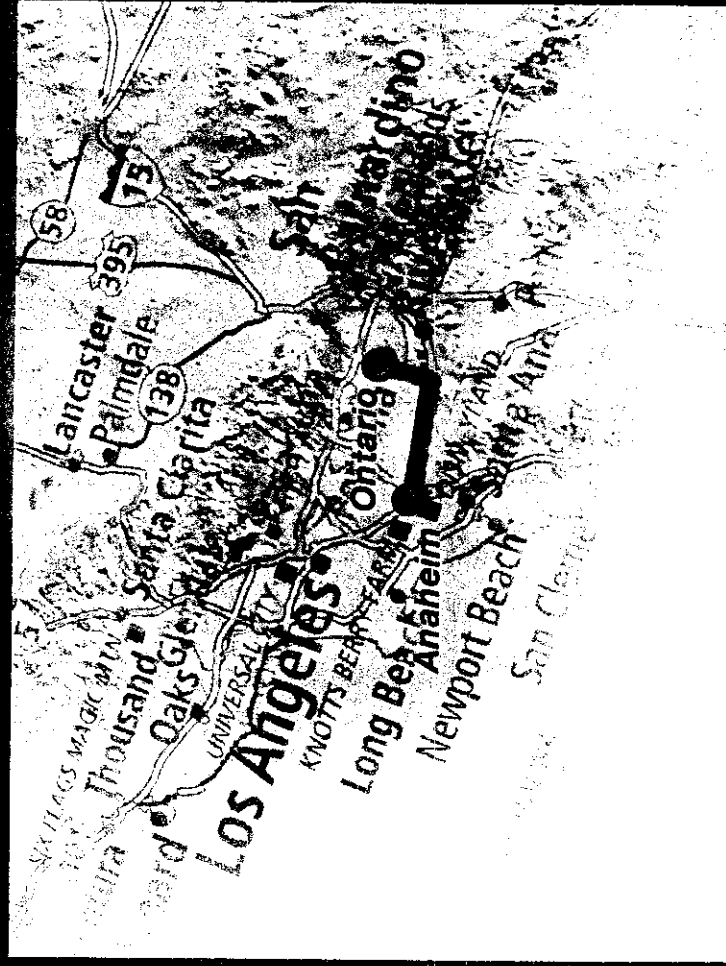
- **Near-term development of high-speed revenue maglev service**
- **Long-term model for efficient high-speed transport of passengers and freight**
- **Meeting long-term challenges with near-term investment in new technologies**

Ontario to Anaheim Segment



Ontario to Anaheim

Route length	31.4 miles
Trip time (est.)	14.5 minutes
Top speed	320 km/h (220 mph)
Investment Cost	\$2.77 billion
Annual Operating Profit	\$85.2 million (year 2000 dollars)
New Jobs	18,200 (construction) 500 (operation)
Benefit/Cost Ratio	1.71



100% Local Project Support



Along the entire 269-mile alignment, the Project has the strong support of:

- **Affected Cities**
 - Las Vegas
 - Barstow
 - Victorville
 - Ontario
 - Anaheim
- **Regional Transportation Organizations**
 - Clark County Regional Transportation Commission
 - SANBAG (San Bernardino Association of Governments)
 - Orange County Transportation Authority
 - Western States Maglev Alliance

Contact Information



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