



California-Nevada Interstate Maglev Project (CNIMP)

A Guideway to the Future[®]

“And we’ll also invest in our ports, our roads, and high-speed rails – because I don’t want to see the fastest train in the world built halfway around the world in Shanghai. I want to see it built right here in the United States of America.”

President Barack Obama

(Referencing Shanghai’s highly successful high-speed Maglev train)



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Southern California to Southern Nevada

Estimated Cost: \$12-15 Billion for Full Corridor



- **ABOUT:** Since 1988 the California-Nevada Super Speed Train Commission (CNSSTC), now in partnership with the American Magline Group (AMG) has been working for the purposes of developing a 269 mile super speed, magnetic levitation “Maglev” train system connecting Southern Nevada and Southern California along the heavily congested I-15 highway corridor from Las Vegas to Anaheim. The Federal Railroad Administration (FRA), Nevada Department of Transportation (NDOT) and California Department of Transportation (CALTRANS) are working together to complete the environmental processes and review which began in 2004.
- **TECHNOLOGY:** Instead of traditional train wheels and rails, Maglev trains hover above the tracks – or guideways – levitated and propelled by magnetic forces, reaching unprecedented ground speeds of over 300 mph. There is no physical contact between the train and guideway, eliminating friction, noise and rough rides, thus enabling these high speeds.
- **INNOVATION:** This state-of-the-art means of transportation, already in use in other countries, is ready for construction in the United States, having the potential to revolutionize travel through this already heavily congested corridor with added economic and environmental benefit for the regions.
- **COMPETITIVE COST:** The corridor, at a cost of \$45 million per mile, can be constructed within the Federal Railroad Administration’s published range for “European style high-speed rail” cost per mile parameters and is both safe and highly reliable.

Benefits of the CNIMP: Southern California to Southern Nevada Full Corridor

- **JOB CREATION & ECONOMIC BENEFITS:** The full corridor of the rail project will create nearly 97,000 total jobs, \$12 billion in economic output and \$3.4 billion in household income. Benefits also include economic development impact, such as construction, operation and maintenance jobs as well as commercial and residential development around stations or in the adjacent corridor.
- **Long-Term:** This corridor provides significant long-term economic growth and job creation opportunities for a variety of U.S. manufacturing segments including steel, concrete and power industries. The project will also provide savings to other transportation modes, such as reduced need for highway and airport maintenance and/or expansion, reducing congestion at these facilities and extending the life cycles and quality of service of these modes of transportation. Additionally, operations of the full corridor will generate \$338 million in economic output per year, \$99.6 million in household income per year, and 2,900 permanent jobs.
- **“Shovel Ready” Status:** This project, sufficiently advanced in development, is ready to be constructed on this corridor on an expedited schedule, with a faster construction to completion timeline for “The First Forty Miles[®]” of the corridor than any other high-speed rail project can deliver.

- **ENVIRONMENTAL BENEFITS:** Maglev technology will contribute to a reduction in emissions, noise and air pollution in this corridor. The technology emits far fewer pollutants than traditional transportation, reducing the CO₂ tons per year as compared to other modes of transport. CNIMP will help ease land consumption issues, impact to wetlands and endangered species as well as community disruption. Additionally, Maglev provides energy-efficient operation: the complete 269 mile corridor when operational will utilize less than 1% of the presently available electricity on existing grids and without the use of, or reliance upon, foreign or domestic oil.
- **SPEED & EFFICIENCY:** Maglev trains run at speeds of over 300 mph, twice that of Amtrak's fastest commuter train and will make the full 269 mile trip in less than 90 minutes. While the average lifespan of steel-on-rail vehicles is about seven years, requiring frequent maintenance, Maglev vehicles are expected to be in service for 30 years or more with minimal maintenance. This innovative technology is already operational in other parts of the world with successful results – an incredible efficiency of 99.85% on-time to schedule.
- **CAPACITY OF A NEW EIGHT-LANE FREEWAY:** Utilizing less than 20% of the land required for a new eight-lane freeway, the CNIMP Maglev system can deliver the equivalent number of passengers as an eight-lane freeway (four lanes in each direction) moving at 60 mph. Operating at 10-minute headways 16 hours per day, the system will deliver 76,800 passengers per day in each direction.

- **REGIONAL TRANSPORTATION BENEFITS:** It is estimated that 52 million people will be traveling along the I-15 corridor annually by 2015. Existing I-15 highway and airport service, however, is projected to have a maximum annual capacity of moving only 38 million people. CNIMP has the opportunity to change the shape of urban development in a metropolitan area projected to grow by at least 30 percent in the next 25 years. The value of reduced congestion and delays on highways from diversion of auto travelers to Maglev is a significant benefit of the CNIMP on the I-15 corridor roads, and airports. When complete, the train will link three major airports, three major tourist destinations, and some of the largest, fastest-growing regions in the United States. It is the only high speed system available to connect the heavily populated areas of Southern California and Southern Nevada.
- **THE 2ND TRANSCONTINENTAL RAILROAD:** This project's 269 mile East-West corridor can serve as the starter segment of what could potentially become a true 21st Century transcontinental railroad. Moving southward from Las Vegas to Phoenix/Tucson, Arizona, the train can then follow President Eisenhower's interstate highway system along the entire stretch of either the I-40 or I-10 highway corridors all the way to the Atlantic Ocean linking cities such as Albuquerque, New Mexico, San Antonio/Houston, Texas, Oklahoma City, Oklahoma, Nashville, Tennessee, New Orleans, Louisiana, Mobile, Alabama, Raleigh, North Carolina and Jacksonville, Florida.

Immediate Core Objective: “The First Forty Miles®”

Estimated Cost is \$1.8 Billion to Both:

Build “The First Forty Miles®” in Nevada (between Las Vegas and the California state line at Primm/Ivanpah International Airport);

Complete preparations for construction of the starter segment in California (between Anaheim and Ontario International Airport).

- **THE FASTEST TRAIN IN THE WORLD:** “The First Forty Miles®” will be a newer, even faster version of the Transrapid® train now operating in Shanghai, China. Whereas the Shanghai train can only reach 275 mph over its 19-mile length between Pudong International Airport and downtown Shanghai, “The First Forty Miles®” will reach over 300 mph in its 40-mile distance between Las Vegas and the California state line.





- ➔ **ECONOMIC BENEFITS:** Operations of “The First Forty Miles®” alone will be of tremendous economic benefit not only to the state of Nevada but will also generate the following benefits for the economy as a whole (as set forth in a study performed by the University of Nevada-Las Vegas):
 - \$1.2 billion annually in new tourism spending, and 2.3 million additional visitors to Southern Nevada
 - An increase of the Nevada Gross State Product by \$20.2 billion over the next 30 years
 - An increase of \$122 million in state and local taxes, \$44 million in sales taxes
 - \$18.7 million in property taxes
 - \$8.9 million in gaming taxes
 - 13,000 new, skilled jobs
- ➔ **LAS VEGAS TO PRIMM/IVANPAH INTERNATIONAL AIRPORT TRIP:** The estimated trip time would be approximately 12 minutes with top speeds of over 300 mph and an expected 114 one-way trips per day. This initial segment will serve as both a commuter service and tourist attraction with significant and positive economic impacts.
- ➔ **CONSTRUCTION JOB CREATION:** Construction along the “The First Forty Miles®” alone will create about 4,000 direct jobs and 9,000 indirect jobs, with an additional 500 jobs for operation and maintenance.
- ➔ **PROJECTED REVENUE:** Projected annual total revenue from fares would be \$82,624,000 by the year 2015.
- ➔ **REDUCED CONGESTION:** 14,400 to 18,700 passenger trips per day will be transferred from I-15 to the train between 2009 and 2049, respectively, for trips between Las Vegas and Primm.

Testimonials

The CNIMP enjoys broad-based support in the region from key legislators and transportation leaders on both sides of the aisle. This broad support reflects the confidence in the CNIMP and its long-range ability to provide viable transportation for the region.

VICE PRESIDENT JOE BIDEN

“When you turned on the Olympics to watch them this past summer, you saw Maglev trains going over 200 miles an hour ... transporting people in a way that we don't even come close to being able to do... think of the jobs we can create in both construction and innovation if we make similarly bold investments here in the United States as well as the environmental payoff that flows from that kind of investment.”

Vice President Joe Biden, December 2008

SENATE MAJORITY LEADER HARRY REID

“... We desperately need to invest billions of dollars in high-speed rail corridors across the nation (to include) magnetic levitation. Las Vegas has the second worst ‘congestion burden’ in the nation. Magnetic levitation could help ease this traffic crunch.”

Senate Majority Leader Harry Reid (D-NV)

U.S. HOUSE REPRESENTATIVE GARY MILLER

“Southern California is facing severe growth and transportation problems and smart solutions are necessary to ensure the region's future economic vitality and quality of life. The construction of the California to Nevada Maglev project will play a vital role in ushering in a new era of ultra-fast and efficient long distance mass transit.”

Representative Gary Miller (R-CA)

SUPPORTIVE TRANSPORTATION ORGANIZATIONS INCLUDE:

- Clark County Regional Transportation Commission
- San Bernardino Association of Governments (SANBAG)
- Orange County Transportation Authority (OCTA)
- Southern California Associated Governments (SCAG)