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Maglev means real benefits, right now.

In 1998, as part of the Transportation Equity Act of the 21st Century, the federal Maglev Deployment Program was enacted in order to plan, build and demonstrate a high speed Maglev system in an appropriate location somewhere in the United States. The California-Nevada Super Speed Train Project presents this country with the ideal opportunity to build Maglev at the lowest possible cost, in the shortest possible time. Operating adjacent to an existing interstate highway, this project can serve as a model for the transport of passengers and freight at speeds and efficiencies previously achievable only on an airplane.

Since its inception, different plans have been prepared to implement this project, but one thing has become clear: As was true in building all previous modes of national transportation infrastructure (e.g. highways and airports), the building of high speed ground transportation infrastructure will require substantial financial assistance from the public sector. However, once built, a Maglev system in this corridor will generate thousands of permanent hi-tech jobs, new domestic and export industries, and hundreds of millions of dollars in operating revenues to finance the building of additional infrastructure.

This project represents more than a decade of careful planning: The California-Nevada Super Speed Train Commission was formed in 1988 to promote the development of, and issue a franchise to build, a 269-mile super speed train system connecting Las Vegas with Anaheim and other points in Southern California. The Commission selected the super speed Transrapid Maglev technology in 1991 as the ideal ground transportation system for this corridor, and in 1995 the American Magline Group as its private partner to build the system.

"Our roadways are overcrowded, our airports are near capacity and our bridges and transit systems require more investment ... And we desperately need to invest billions of dollars in high speed rail corridors across the nation, magnetic levitation and to meet coast guard and aviation needs ... In fact, one related study showed Las Vegas to have the second worst 'congestion burden' in the nation. Magnetic levitation could help ease this traffic crunch."

-Honorable Senator Harry Reid (D-Nevada), Majority Whip, Chairman of the Senate Subcommittee on Transportation, Infrastructure and Nuclear Safety

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"This project will play a vital role in determining conclusively the value of deploying super speed Maglev technology in the United States. The California-Nevada Maglev project can achieve up to 30% higher cruise speeds than other projects currently under consideration and sustain those speeds over five times greater distance. Furthermore, it can reach these speeds at a lower cost due to the characteristics of the corridor. In addition, the time to complete the planning and construction for this route is estimated to be the shortest for all projects in the country."

-Honorable Representative Don Young (R-Alaska), Chairman of the House Committee on Transportation and Infrastructure

Project Advantages

- Maximum availability and use of I-15 interstate right of way
- Minimum average cost per mile (maximizing federal funding)
- Ease and predictability of construction
- Minimum environmental issues
- Strong ridership, revenue and economic benefits
- Relief of a heavily congested I-15 interstate highway
- True intercity demonstration of Maglev technology

The California-Nevada Maglev Project will connect five major airports, three major cities, three major tourist destinations and the fastest-growing cities and regions in the United States. The Western States Maglev Alliance advocates that this project's starter segment ("The First Forty Miles") should be the first project in the United States to receive any federal grant funding made available for Maglev in the United States.

G 1 of 2

ASSEMBLY WAYS AND MEANS
DATE: 5-15-03 ROOM: 3137 EXHIBIT G
SUBMITTED BY: Sen. Dina Titus

SUMMARY OF PROJECT TO DATE

Distance	433 kilometers 269 miles	248 kilometers 154 miles	56 kilometers[4] 35 miles
Average Trip Time	Local: 96 minutes Express: 86 minutes	45 minutes	12 minutes
Average Speed	Local: 270 km/h 168 mph Express: 301 km/h 187 mph	331 km/h 205 mph	280 km/h 174 mph
Maximum Speed	500 km/h 310 mph	500 km/h 310 mph	500 km/h 310 mph
Basic Train/Passenger Per Train Set	10 cars/832 seats	8 cars/556 seats + up to 175 standing[5]	8 cars/702 seats + up to 462 standing[5]
Peak Frequency	3 departures/hour	3 departures/hour	3 departures/hour
Estimated 2018 Ridership[6] (Million annual one-way trips)	Intercity: 13.32 M Suburban: 14.50 M Total: 27.82 M	Intercity: 6.59 M Suburban: 13.96 M Total: 20.55 M	Suburban: 14.50 M
Assumed Fare (one way)	In Progress	$50.00	$4 - $5 commuter $6 visitor
Estimated 2015 Revenue[7] (Million 2000 Dollars)	In Progress	Intercity: $334 Suburban: $85 Total: $419	Suburban: $88
Estimated Capital Cost[8] (Million 2000 Dollars)	In Progress	$4,358 22.6/km	$1,280 17.7/km
Estimate Average Annual Operating Cost[8] (Million 2000 Dollars)	In Progress	$148.5	$36.5
Estimate Average Annual Recurring Investment Cost (Million 2000 Dollars)	In Progress	$3.8	$3.5
Benefit/Cost Ratio[9]	In Progress	2.0	1.5