

SENATE CONCURRENT RESOLUTION NO. 31—SENATORS NEAL, CARLTON, TITUS, SCHNEIDER, RAWSON, AMODEI, CARE, CEGAVSKE, COFFIN, HARDY, MATHEWS, MCGINNESS, NOLAN, O’CONNELL, RAGGIO, RHOADS, SHAFFER, TIFFANY, TOWNSEND, WASHINGTON AND WIENER

APRIL 30, 2003

JOINT SPONSORS: ASSEMBLYMEN KNECHT, ANDERSON, BEERS, ARBERRY, GIUNCHIGLIANI, ANGLE, ATKINSON, BROWN, BUCKLEY, CARPENTER, CHOWNING, CHRISTENSEN, CLABORN, COLLINS, CONKLIN, GEDDES, GIBBONS, GOICOECHEA, GOLDWATER, GRADY, GRIFFIN, GUSTAVSON, HARDY, HETTRICK, HORNE, KOIVISTO, LESLIE, MABEY, MANENDO, MARVEL, MCCLAIN, MCCLEARY, MORTENSON, OCEGUERA, OHRENSCHALL, PARKS, PERKINS, PIERCE, SHERER, WEBER AND WILLIAMS

Referred to Committee on Legislative Affairs and Operations

SUMMARY—Directs Legislative Commission to conduct interim study of feasibility of magnetic levitation train connecting various urban and rural communities in Nevada. (BDR R-1136)

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EXPLANATION – Matter in *bolded italics* is new; matter between brackets ~~omitted material~~ is material to be omitted.

SENATE CONCURRENT RESOLUTION—Directing the Legislative Commission to conduct an interim study of the feasibility of a magnetic levitation train connecting various urban and rural communities in Nevada.

- 1 WHEREAS, With the rapidly increasing population of our state,
- 2 alternative methods of transportation must be considered to deal
- 3 effectively with the problems that arise from such an increase; and
- 4 WHEREAS, One of the options to be considered to alleviate
- 5 traffic problems is the magnetic levitation (maglev) train, a surface
- 6 mode of transportation in which vehicles glide above their



1 guideways, suspended, guided and propelled by magnetic forces;
2 and

3 WHEREAS, A maglev train is capable of traveling at speeds of
4 300 miles per hour or higher, about three times the top speeds on
5 most Amtrak routes, and would offer an attractive alternative to
6 travelers on our overcrowded highways and at our congested
7 airports; and

8 WHEREAS, The maglev train has high reliability in that the
9 maglev is not as susceptible to congestion and to weather conditions
10 as other modes of transportation and, based on foreign high-speed
11 rail experience, the reliable maglev train is rarely more than one
12 minute late if ever it varies from its scheduled arrival times; and

13 WHEREAS, Because the maglev train is electrically powered, it
14 is virtually independent of petroleum-based fuels and therefore
15 releases less pollutants into the environment; and

16 WHEREAS, The maglev train has a very high safety factor, a
17 much higher capacity for passengers than an airplane and allows
18 passengers to ride in comfort; now, therefore, be it

19 RESOLVED BY THE SENATE OF THE STATE OF NEVADA, THE
20 ASSEMBLY CONCURRING, That the Legislative Commission is
21 hereby directed to appoint a committee to conduct an interim study
22 of the feasibility of constructing and operating a maglev train in the
23 State of Nevada that operates from Las Vegas to Elko to Reno and
24 returning to Las Vegas through Tonopah; and be it further

25 RESOLVED, That the study must include, without limitation:

26 1. The technical and economic feasibility of constructing an
27 intercity mass transportation alternative using maglev trains,
28 including, without limitation, initial costs of construction and the
29 initial purchase of maglev vehicles; and

30 2. The cost of operation and maintenance of the maglev
31 system; and be it further

32 RESOLVED, That any recommended legislation proposed by the
33 interim committee must be approved by a majority of the members
34 of the Senate and a majority of the members of the Assembly
35 appointed to the committee; and be it further

36 RESOLVED, That the Legislative Commission shall submit a
37 report of the results of the study and any recommendations for
38 legislation to the 73rd Session of the Nevada Legislature.

