Proposal Name: 25 to 40 miles of Standardized Monorail USACE SM17
Submission Date: 08/09/2017
Proposal ID Number: a14818e4-0966-476c-8f2e-e80535c228dd

Purpose of Proposal: See Video on SM17 Emergency Flooding Monorail Transit, Transit Transportation that connects from a 200 plus acre fabrication, storage and switching yard to: the Airport, Downtown, NFL Super Dome, Basketball Stadium, Amtrak Station, Downtown, river front Streetcars, points of interest and areas of flooding. With global warming the antarctic is shedding its icebergs one that’s larger than the state of Delaware, rising oceans and Hurricanes necessitate additional safeguards for human life. With the USACE SM17 there are substantial cost savings bringing the cost per mile to 1/10th the cost per mile of subways. These cost reductions are listed in the DVD under Legal Best Practices. (LBP 1 through 15.) There are new and emerging monorail companies and many large projects in Asia as in China, India, Japan and Malaysia. The area required for fabrication of concrete beams, vertical support columns, monorail cars and modular 12 ft x 45 ft Monorail loading stations might be 400 to 800 acres, requiring good rail spurs and preferred River Barge access. Of the many improvements with SM17 some offer new challenges the biggest technical challenge being the hybrid drive system with brushless hub Drive motors on the monorail beam. This eliminates the expensive and dangerous bus bars. The hybrid drive system sends power to the controller which disperses the power to the brushless hub motors. This concept was developed by the British Frazier Nash Company. In addition the modern remote controlled Drones with 4 or 6 propellers have very refined systems applicable to long multi-car monorail trains. If USACE needs the original German plans let me know but be wary a lot of components are: not needed and expensive. To date most engineers are blindly intimidated by these blueprints that date back to the post Nazi era. The big exception was Bob Gurr of the Walt Disney Company who used simplified curb side stations, single line alignments and small columns.
1. Administrative Details

Proposal Name: 25 to 40 miles of Standardized Monorail USACE SM17

by Agency: City of New Orleans

Locations: LA

Date Submitted: 08/09/2017

Confirmation Number: a14818e4-0966-476c-8f2e-e80535c228dd

Supporting Documents

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<thead>
<tr>
<th>File Name</th>
<th>Date Uploaded</th>
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<tbody>
<tr>
<td>Map Pages from WRRDA7001-Monorail.pdf</td>
<td>08/09/2017</td>
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<td>WRRDA7001-Monorail.pdf</td>
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<tr>
<td>FW-Official Filing of WRRDA7001 for USACE SM17 Monorail.pdf</td>
<td>08/09/2017</td>
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</table>
2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Letter of Support</th>
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<tbody>
<tr>
<td>US Dept of Transportation(Primary)</td>
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<tr>
<td>City of New Orleans</td>
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<tr>
<td>State of Louisiana</td>
<td>None provided</td>
</tr>
<tr>
<td>City of Baton Rouge</td>
<td>None provided</td>
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</table>

3. State if this proposal is for a feasibility study, a modification to an authorized USACE feasibility study or a modification to an authorized USACE project. If it is a proposal for a modification, provide the authorized water resources development feasibility study or project name.

- [x] Modification to an Authorized USACE Project : No information provided
4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.

See Video on SM17 Emergency Flooding Monorail Transit, Transit Transportation that connects from a 2000 plus acre fabrication, storage and switching yard to: the Airport, Downtown, NFL Super Dome, Basketball Stadium, Amtrak Station, Downtown, river front Streetcars, points of interest and areas of flooding. With global warming the antarctic is shedding its icebergs one that’s larger than the state of Delaware, rising oceans and Hurricanes necessitate additional safeguards for human life. With the USACE SM17 there are substantial cost savings bringing the cost per mile to 1/10th the cost per mile of subways. These cost reductions are listed in the DVD under Legal Best Practices. (LBP 1 through 15.) There are new and emerging monorail companies and many large projects in Asia as in China, India, Japan and Malaysia. The area required for fabrication of concrete beams, vertical support columns, monorail cars and modular 12 ft x 45 ft Monorail loading stations might be 400 to 800 acres, requiring good rail spurs and preferred River Barge access. Of the many improvements with SM17 some offer new challenges the biggest technical challenge being the hybrid drive system with brushless hub Drive motors on the monorail beam. This eliminates the expensive and dangerous bus bars. The hybrid drive system sends power to the controller which disperses the power to the brushless hub motors. This concept was developed by the British Frazier Nash Company. In addition the modern remote controlled Drones with 4 or 6 propellers have very refined systems applicable to long multi-car monorail trains. If USACE needs the original German plans let me know but be wary a lot of components are not needed and expensive. To date most engineers are blindly intimidated by these blueprints that date back to the post Nazi era. The big exception was Bob Gurr of the Walt Disney Company who used simplified curb side stations, single line alignments and small columns.
5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>Non-Federal</th>
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<tbody>
<tr>
<td>Study</td>
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<tr>
<td>Construction</td>
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<td>$0</td>
<td>$3,600,000,000</td>
</tr>
</tbody>
</table>

Explanation (if necessary)

6e low cost 25 miles of monorail x $40m/mile = $1,000,000,000 minimum
6f high cost 25 miles of monorail x $141m/mile = $3,525,000,000 maximum
6g low cost 40 miles of monorail x $40m/mile = $1,600,000,000 minimum
6h high cost 40 miles of monorail x $141m/mile = $5,640,000,000 maximum

Estimated Nonfederal Construction or Modification Cost Unknown at this time
Total Construction cost Estimate 25 miles x $90 m per mile avg. = $2,250,000,000
40 miles x $90m per mile avg = $3,600,000,000
6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.

No description provided
7. Does local support exist? If ‘Yes’, describe the local support for the proposal.

[x] No

8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?

[x] Yes
not needed and expensive. To date most engineers are blindly intimidated by these blueprints that date back to the post Nazi era. The big exception was Bob Gurr of the Walt Disney Company who used simplified curb side stations, single line alignments and small columns.

5. MAPS in PDF Format below: New Orleans and Baton Rouge Google Earth maps

6. Estimate of total costs. Federal and Non Federal share of those costs. (see 6e thru 6h)

6a. Estimated Federal Cost Study … Unknown at this time
6b. Estimated Non-Federal Cost Study Unknown at this time
6d. Total study cost estimate: … Unknown at this time

Estimated Federal Construction or Modification Cost:
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Total Construction cost Estimate
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Explanation if necessary 2000 Characters Max

8. Does local support exist. Yes or No? Unknown at this time

9. Does the Primary Sponsor named in 2 above have the financial ability to provide for the required cost share. Yes the Department of Transportation does have the financial ability.

10. Upload additional proposal documents.
11. Email all files to: WRRDA7001Proposal@usace.army.mil with the name of your proposal.
Additional Proposal Information

(This is as uploaded, a blank page will show if nothing was submitted)
WRRDA7001- Monorail.pdf
USACE WRRDA7001 Proposals for SM17 Monorail Send Prior to August 7, 2017 to:
Lisa Kiefel
Planning and Policy Division (CECW-PB)
Headquarters, USACE 441 G Street, NW
Washington, DC. 20314

1. **Name of the proposal 200 Character Maximum.**
   25 to 40 miles of Standardized Monorail USACE SM17
   for New Orleans and possibly Baton Rouge for Transit and
   Emergency Flood rescue.

List Agency name preparing (submitting) the proposal.
City of New Orleans,

**POC Name:** Ashley Champagne  Assistant to ACAO  City of Baton Rouge
Mitch Landrieu  Mayor  City of New Orleans
Gerald Chernick  Facilitator

**POC Phone:** New Orleans  504 658-4900, Baton Rouge 225 389-3100, Los Angeles  213 590-0470

**POC Email:**  New Orleans Mayor  mayor@nola.gov  Baton Rouge  ACHAMPAGNE@brgov.com
Los Angeles  SEATTLE@dslextreme.com

**Applicable States:**  Louisiana

2. **Name of Sponsor and non-Federal Interests**
   and Statement of Support. US Dept of Transportation, State of Louisiana
   City of New Orleans and City of Baton Rouge

3. **Modification to an Authorized USACE Feasibility Study**  NO

**Modification to an Authorized USACE Project.**  NO

4. **Project purpose how it relates to USACE mission : 2000 character maximum.**

See Video on SM17
Emergency Flooding Monorail Transit, Transit Transportation
that connects from a 200 plus acre fabrication, storage and switching yard to:
the Airport, Downtown, NFL Super Dome, Basketball Stadium, Amtrak Station ,
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Primary Sponsor Letter of Support

(As uploaded)
FW_ Official Filing of WRRDA7001 for USACE SM17
Monorail.pdf
To Lisa Kiefel
Planning and Policy Division ( CECW - PB)

Headquarters, USACE

441 G St. NW
Washington, DC. 20314

Dear Lisa Kiefel,

This is the start of the WRRDA7001 filings. The contact phone numbers and email addresses are listed within under POC. They are for Baton Rouge and New Orleans. Please let me know if you have any questions.

Thank you, Gerald Chernick Facilitator